



Agenda
Board of Directors
Wednesday, November 15, 2023
6:30 p.m. – 8:20 p.m.
1001 17th St.
1st Floor, Aspen/Birch Conference Rooms
Denver, CO

Times listed with each agenda item are approximate. It is requested that all cell phones be silenced during the Board of Directors meeting. Persons in need of auxiliary aids or services, such as interpretation services or assisted listening devices, are asked to contact the Denver Regional Council of Governments at least 48 hours in advance of the meeting. If you have difficulty using this document's content or you need an accommodation, please email access@drcog.org or call 303-455-1000.

1. 6:30 p.m. Call to order
2. Pledge of Allegiance
3. Roll call and introduction of new members and alternates
4. Move to approve agenda
5. 6:40 p.m. Report of the Chair
 - Report of the Performance and Engagement Committee
 - Report of the Finance and Budget Committee
6. 6:45 p.m. Report of the Executive Director
7. 6:50 p.m. Public comment

Up to 45 minutes is allocated now for public comment and each speaker will be limited to 3 minutes. If there are additional requests from the public to address the Board, time will be allocated at the end of the meeting to complete public comment. The chair requests that there be no public comment on issues for which a prior public hearing has been held before this Board. Consent and action items will begin immediately after the last speaker.

Consent agenda

- 8. 7:00 p.m. Move to approve Consent agenda
 - A. Summary of October 18, 2023 meeting (Attachment A)

Action items

- 9. 7:05 p.m. Select a representative to the Nominating Committee (Attachment B) Douglas W. Rex, Executive Director

Informational briefings

- 10. 7:15 p.m. 2023 Active Modes Crash Report (Attachment C) Aaron Villere, Transportation Planner, Transportation Planning and Operations
- 11. 7:35 p.m. 2022 Annual Report on Roadway Traffic Congestion (Attachment D) Robert Spotts, Manager; and Max Monk, Assistant Transportation Planner, Transportation Planning and Operations
- 12. 7:55 p.m. Update on the Land Use and Transportation Connection Technical Assistance Pilot (Attachment E) Emily Daucher and Dillon McBride, Planners, Regional Planning and Development

Informational items

- 13. Administrative modifications to the 2024-2027 Transportation Improvement Program (Attachment F) Todd Cottrell, Manager, Transportation Planning
- 14. The Draft 2024 Policy Statement of State Legislative Issues (Attachment G) Rich Mauro, Director, Legislative Affairs
- 15. 8:10 p.m. Committee reports
The Chair requests these reports be brief, reflect decisions made and information germane to the business of DRCOG.
 - A. Report from State Transportation Advisory Committee – Nicholas Williams
 - B. Report from Metro Mayors Caucus – Bud Starker
 - C. Report from Metro Area County Commissioners – George Teal
 - D. Report from Advisory Committee on Aging – Jayla Sanchez-Warren
 - E. Report from Regional Air Quality Council – Doug Rex
 - F. Report from E-470 Authority – Deborah Mulvey
 - G. Report from Colorado Department of Transportation – Darius Pakbaz
 - H. Report from Regional Transportation District – Brian Welch



Administrative items

- 16. Next meeting – December 20, 2023**
17. Other matters by members
18. 8:20 p.m. Adjourn



Calendar of future meetings

November 2023

1st	Board Work Session	4:00 p.m.
14th	Regional Transportation Committee	8:30 a.m.
15th	Performance and Engagement Committee	5:00 p.m.
15th	Finance and Budget Committee	5:40 p.m.
15th	Board of Directors	6:30 p.m.

December 2023

1st	Advisory Committee on Aging	11:00 a.m.
4th	Transportation Advisory Committee	1:30 p.m.
6th	Board Work Session	4:00 p.m.
19th	Regional Transportation Committee	8:30 a.m.
20th	Performance and Engagement Committee	5:00 p.m.
20th	Finance and Budget Committee	5:30 p.m.
20th	Board of Directors	6:30 p.m.

January 2024

3rd	Board Work Session	4:00 p.m.
16th	Regional Transportation Committee	8:30 a.m.
17th	Performance and Engagement Committee	5:00 p.m.
17th	Finance and Budget Committee	5:30 p.m.
17th	Board of Directors	8:30 a.m.
22nd	Transportation Advisory Committee	1:30 p.m.
26th	Advisory Committee on Aging	11:00 a.m.



ATTACH A

BOARD OF DIRECTORS MEETING SUMMARY
WEDNESDAY, October 18, 2023

Members/Alternates Present

Steve Conklin, Chair	City of Edgewater
Steve O’Dorisio	Adams County
Austin Ward	City and County of Broomfield
Nicholas Williams	City and County of Denver
Kevin Flynn	City and County of Denver
Marie Mornis	Gilpin County
Tracy Kraft-Tharp	Jefferson County
Lisa Feret	City of Arvada
Larry Vittum	Town of Bennett
Junie Joseph (Alternate)	City of Boulder
Jan Pawlowski	City of Brighton
Deborah Mulvey	City of Castle Pines
Tammy Maurer	City of Centennial
Randy Weil	City of Cherry Hills Village
Ari Harrison	Town of Erie
Lynette Kelsey	Town of Georgetown
Rachel Binkley	City of Glendale
Don Cameron (Alternate)	City of Golden
Kat Bristow	Town of Lochbuie
Wynne Shaw	City of Lone Tree
Joan Peck	City of Longmont
Dietrich Hoefner	City of Louisville
Hollie Rogin	Town of Lyons
Colleen Whitlow	Town of Mead
Richard Kondo	City of Northglenn
Tom Mahowald	Town of Nederland
John Diak	Town of Parker
Jessica Sandgren*	City of Thornton
Bruce Baker (Alternate)	City of Westminster
Bud Starker	City of Wheat Ridge
Darius Pakbaz	Colorado Department of Transportation
Brian Welch	Regional Transportation District

Others Present: Douglas W. Rex, Executive Director, Melinda Stevens, Executive Assistant, DRCOG; Janet Lundquist*, Adams County; Bryan Weimer*, Arapahoe County; Art Griffith*, Douglas County; Mac Callison, Aurora; Kent Moorman*, Thornton; Jordan Rudel*, Danny Herrmann*, CDOT; Paul Jesaitis, EST, Inc.; Jason Stone*, Citizen; and DRCOG staff.

*Participated via Zoom

Chair Steve Conklin called the meeting to order at 6:32 p.m. with a quorum present.

Move to approve agenda

Director Pawlowski **moved** to approve the agenda. The motion was **seconded** and **passed** unanimously.

Report of the Chair

Chair Conklin reminded directors to fill out the executive director evaluation survey. The Chair recognized all DRCOG staff that worked on the October 4 awards celebration and thanked them for their hard work. He also wanted to wish directors good luck on their upcoming elections.

- Director Ward reported that the Performance and Engagement Committee met prior to the meeting and received a briefing on the upcoming the 2022-2023 annual performance evaluation of the executive director and a recap of the DRCOG 2023 Annual Awards.
- Director Whitlow reported the Finance and Budget Committee met and approved two resolutions authorizing the Executive Director to:
 - receive and execute a contract with Consumer Direct Care Network inclusive of a \$95.00 monthly fee per enrolled participant for a two year-term commencing January 1, 2024 with three one-year options to renew upon satisfactory performance.
 - accept funds from the Colorado Department of Local Affairs, Colorado's Energy and Mineral Impact Assistance Fund, in the amount of \$125,000 for a one-year term to support the development of a regional housing needs assessment.

Report of the Executive Director

- Regional Housing Strategy: DRCOG is officially under contract and the consultant team includes ECONorthwest, MIG, and Community Planning Strategies.
- Awards Celebration: ED Rex thanked everyone who attended the event on October 4. There were 465 attendees, including 38 board directors.
- Funding support for the Regional Housing Needs Assessment: DOLA informed DRCOG that they were awarded \$125,000 through the More Housing Now Set Aside of the Energy and Mineral Impact Fund to complete the development of the regional housing needs assessment.
- MVRTP Amendments: Call for amendments to the DRCOG Metro Vision Regional Transportation Plan is open until October 3.
- Conversations with the Governor's Office: Staff have been engaged with members of the Governor's staff to discuss various housing and transportation initiatives that are expected to take the form of legislation in 2024.
- DRCOG Audit: ED Rex thanked Jenny Dock and her staff for another clean audit this year.
- FAMLI Leave Act: DRCOG opted out of the FAMLI medical leave act last year. DRCOG was successful in finding a policy that mirrors the state plan for family members.

Public Comment

There was no public comment.

Move to approve consent agenda

Director Vittum **moved** to approve the consent agenda. The motion was **seconded** and **passed** unanimously.

Items on the consent agenda included:

- Summary of the September 20, 2023 meeting.
- Amendments to the *FY 2024-2027 Transportation Improvement Program*

Discussion of the Regional Transportation Operations and Technology (RTO&T) FY 2024-2027 Transportation Improvement Program (TIP) Set-Aside program project funding recommendations.

Greg MacKinnon provided an overview of the funding recommendations to the board. The DRCOG Board adopted the FY 2024-2027 TIP that included the RTO&T Set-Aside program at \$5 million per year. The purpose of the set-aside is to fund implementation of the RTO&T Strategic Plan, which guides the region's near-term efforts to deploy technology tools and coordinated system procedures for the multimodal transportation system. Accounting for previous project funding commitments and cost savings, approximately \$20 million is available for capital projects to be allocated over the next four fiscal years. In April 2023, the Denver Regional Council of Governments issued a call for letters of intent with full applications due July 7, 2023. 19 applications with a total federal request of \$19,271,778 were considered by the project review panel. The panel's combined scoring and ranking were assessed together, resulting in [the panel's recommendations](#) that were presented to directors. The total recommended allocation is \$10,847,120 over the next three fiscal years. The unallocated funds are reserved for the next call-for-projects, which will be advanced to spring 2026 to allocate the remaining available funds.

Director Cameron **moved** to approve the project allocations through the FY 2024-2027 Regional Transportation Operations & Technology Transportation Improvement Program Set-Aside and administratively modify the Transportation Improvement Program. The motion was **seconded** and **passed** unanimously.

Discussion of the FY 2024-2025 project selection for FY 2024-2027 Transportation Improvement Program Corridor Planning Set Aside program.

Nora Kern provided a brief explanation of the project selections to the directors. The Transportation Corridor Planning Set Aside is a DRCOG-led planning program in the FY 2024-2027 TIP. The goal of this program is to advance planning for projects and priorities outlined in the 2050 RTP and move them towards implementation. DRCOG will fund and lead planning studies to advance infrastructure investment priorities along regional arterial corridors identified in the RTP. An estimated \$3,000,000 is available for the full four-year set-aside program, with \$1.5 million available to be spent each two-year cycle. DRCOG hosted a call for letters of interest for the first two years of funding for the Corridor Planning Set Aside in July and August 2023.

Four letters of interest were submitted for three different corridors and the average scores from a selection committee for the three corridors are below:

- Sheridan from 52nd to Hampden: 367.5 points
- West Colfax Transit Study from Sheridan to Oak Street Station: 265.8 points
- East Colfax Extension Bus Rapid Transit from I-225 to E-470: 348.22

Based on these scores the selection committee recommended the Sheridan and East Colfax Bus Rapid Transit Extension studies for funding. The West Colfax transit study was not recommended at this time because it is not specifically identified in the Regional Transportation Plan. It could be considered in future years if the Regional Transportation Plan is amended to reflect the need for this project.

Director Shaw **moved** to approve funding the Sheridan Boulevard Vision Zero Corridor study and the East Colfax Bus Rapid Transit Extension study through the first two years of the Corridor Planning Set Aside program of the FY 2024-2027 Transportation Improvement Program. The motion was **seconded** and **passed** unanimously.

Update on status and efforts on the IJJA Regional Grants Navigator program.

Flo Raitano and Paul Jesaitis, Colorado Regional Director for EST, Inc., provided an update on the program to members. The DRCOG Regional Grant Navigator is responsible for helping local governments navigate federal funding opportunities. This was established by the partnership between the State of Colorado, DRCOG, and others to help communities identify programs and funding opportunities that can support local projects. This program has established multiple ways to support jurisdictions in the region to apply and get approved for grants by:

- Coordinating with local governments to identify potential regional projects.
- Identifying potential funding opportunities for local and regional projects.
- Providing training on how to develop competitive grant applications.
- Provide grant writing support and technical assistance.
- Assisting with grant tracking and administration.

Update on the amendment requests to the 2050 Metro Vision Regional Transportation Plan received in the call for Cycle Amendments.

Alvan-Bidal Sanchez provided an overview of the updated amendment requests to the Board. DRCOG staff has historically provided an opportunity for project sponsors to make targeted revisions to fiscally constrained projects in the adopted RTP in a process called Cycle Amendments. DRCOG initiated a Cycle Amendments process in September with a call for amendments, which closed on October 3. DRCOG staff are reviewing the amendment requests received and coordinating with external partners and project sponsors to discuss any further required project details. For the 2050 RTP, DRCOG received these [amendment requests](#) and presented them to the directors. All proposed amendments must meet federal fiscal constraint requirements. The 2050 RTP as amended must also meet federal air quality conformity requirements and state transportation greenhouse gas emission reduction requirements. Members were provided with tentative milestones for the upcoming Cycle Amendments process.

Committee Reports

State Transportation Advisory Committee – Director Williams stated the STAC met and received an update on the HB-1101 Boundary Review Study that included a discussion of taking Clear Creek and Gilpin counties out of their current TPR and combining them with other TPRs for a new inter-mountain TPR. Members also had continued discussion on the Multimodal Options Fund (MMOF) funding distribution formula, which was finalized at their October meeting.

Metro Mayors Caucus – Director Starker stated that the caucus met on October 4 and had a discussion with representatives from CML and CAHB on potential upcoming legislation in the 2024 session. They received updates on the Housing Needs Assessment and Proposition 123 from DRCOG. Mayor Mike Johnson came with senior staff to talk about Denver housing and homelessness updates.

Metro Area County Commissioners – Director O’Dorisio stated the group met last month and had a continued discussion regarding homelessness and ways to pursue funding for supportive services.

Advisory Committee on Aging – Jayla Sanchez-Warren reported the committee had its first in-person meeting in over three years. The ACA received a briefing on a public awareness and advocacy campaign for future funding including a proposed letter to the governor requesting more funds for aging services.

Regional Air Quality Council – ED Rex stated the council met on October 6 and had one action item, which was a revision to chapter 5 of the Severe Ozone SIP. They also received a briefing on the ozone season end of year report.

E-470 Authority – Director Mulvey stated the group will be rescheduling their budget workshop due to the resignation of the authority’s executive director.

Report from CDOT – Director Pakbaz stated the northbound lanes of I-25 north of Pueblo are still closed, due to the train derailment. The National Transportation Safety Board is still investigating the incident. CDOT and FHWA hosted a public meeting for the environmental impact study on the I-270 corridor to solicit feedback from the public. The Transportation Commission held a workshop earlier in the day and discussed FY24 budget amendments for the new year.

Report on FasTracks – Director Welch stated that, pending board of directors approval, RTD’s 2024 legislative program will include a request that the legislature consider enhanced penalties for assaults on transit operators. Next month, RTD will provide an overview of the finalized report for the Zero Fare for Better Air program. The youth fare pilot is currently underway and will last throughout the district for a year.

Next meeting – **November 15, 2023**

Other matters by members

There were no other matters by members

Adjournment

The meeting adjourned at 7:49 p.m.

Steve Conklin, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

Douglas W. Rex, Executive Director

ATTACH B

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director
303-480-6701 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
November 15, 2023	Action	9

SUBJECT

This action is related to selection of one member of the Board of Directors to serve on the Nominating Committee.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends the Board of Directors select one (1) member to serve on the Nominating Committee in accordance with the Articles of Association.

ACTION BY OTHERS

N/A

SUMMARY

The *Articles of Association* state that “The Nominating Committee shall be appointed in November of each year and consist of member representatives herein designated: The Immediate Past Chair of the Board (or the Vice Chair if there is no Immediate Past Chair); one Board member representing the City and County of Denver; one member selected by the Performance & Engagement Committee ...; one member selected by the Finance & Budget Committee ...; one member selected by the Board; and one member selected by the Board Chair.” If more than one member expresses interest in serving, a ballot vote will be taken to select the Nominating Committee member.

At the January meeting each year, the Nominating Committee shall present to the Board nominations for Executive Committee members to be elected at the February meeting.

The Board has established the following guidelines to assist in selection of members of the Nominating Committee:

- Members of the Nominating Committee are not eligible to be nominated for a position on the Executive Committee (Board Officer) by the committee or from the floor.
- Members of the Nominating Committee shall have served not less than one year on the Board before being eligible to serve on the Nominating Committee.
- A designated alternate may not serve on the Nominating Committee.
- In the appointment of the Nominating Committee, consideration shall be given to providing representation of a broad cross-section of the Board, taking into account community size, geographic location, the rate of growth, county and municipality, rural and suburban and other factors.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

Select Member to the Nominating Committee

November 15, 2023

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PROPOSED MOTION

Move to select one member of the Board of Directors to the Nominating Committee

ATTACHMENTS

N/A

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6701 or drex@drcog.org; or Melinda Stevens, Board Coordinator, at 303-480-6701 or mstevens@drcog.org.

ATTACH C

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director
(303) 480-6701 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
November 15, 2023	Informational Briefing	10

SUBJECT
2023 Active Modes Crash Report

PROPOSED ACTION/RECOMMENDATIONS
N/A

ACTION BY OTHERS
N/A

SUMMARY
The 2023 Active Modes Crash Report provides a detailed analysis of bicycle- and pedestrian-involved crashes in the region between 2015 and 2019. The previous Bicycle and Pedestrian Crash Report,¹ published as an appendix to the Active Transportation Plan in 2019, assessed crashes among active mode users between 2011 and 2015.

The report provides both an analysis of crashes involving pedestrians and people bicycling and a summary of annual crash trends and detailed analysis of common causes of crashes. The report finds that:

- Between 2015 and 2019, pedestrians and bicyclists were involved in 3% of all crashes, but 22% of crashes resulting in death or severe injury.
- During the same time period, pedestrian-involved fatal and severe injury crashes increased 9% (outpacing the region’s 5% population growth and 7% vehicle miles traveled growth). Bicycle-involved fatal and severe injury crashes fell 21%.
- Age and sociodemographic factors (such as economic, environmental, and demographic indicators) were found to correlate with active mode crash and injury risk.
- Most active mode crashes occurred in the urban and suburban contexts, and the majority took place on major arterial roadways.

The report explores street type contexts and pre-crash maneuvers to better understand the most common types of conflicts for both pedestrian- and bicyclist-involved crashes. These findings provide a current overview of active mode crash trends and add detail and texture to the crash type analysis conducted for DRCOG’s Taking Action on Regional Vision Zero plan.

Finally, because of the COVID-19 pandemic and limitations with available statewide crash data, the report concludes with a high-level overview of crash trends in the first two years of the pandemic, separate from the detailed analysis conducted for crashes between 2015 and 2019.

¹ https://drcog.org/sites/default/files/resources/ActiveTransportationPlan_BicycleandPedestrianCrashReport.pdf

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

1. Staff presentation
2. [Active Modes Crash Report](#)

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at (303) 480-6701 or drex@drcog.org; or Aaron Villere, Senior Active Transportation Planner, Transportation Planning and Operations, at 303-480-5644 or avillere@drcog.org.

ACTIVE MODES CRASH REPORT

Board of Directors
November 15, 2023

Aaron Villere
Senior Active Transportation Planner



ACTIVE MODES CRASH REPORT

WHAT IS THE ACTIVE MODES CRASH REPORT?



The **Active Modes Crash Report** uses regional crash data (from the Colorado Department of Revenue) to analyze crash trends and causes between 2015 and 2019.

Active mode users are...

- People **walking**, including people using mobility devices
- People **bicycling**
- People riding **scooters**

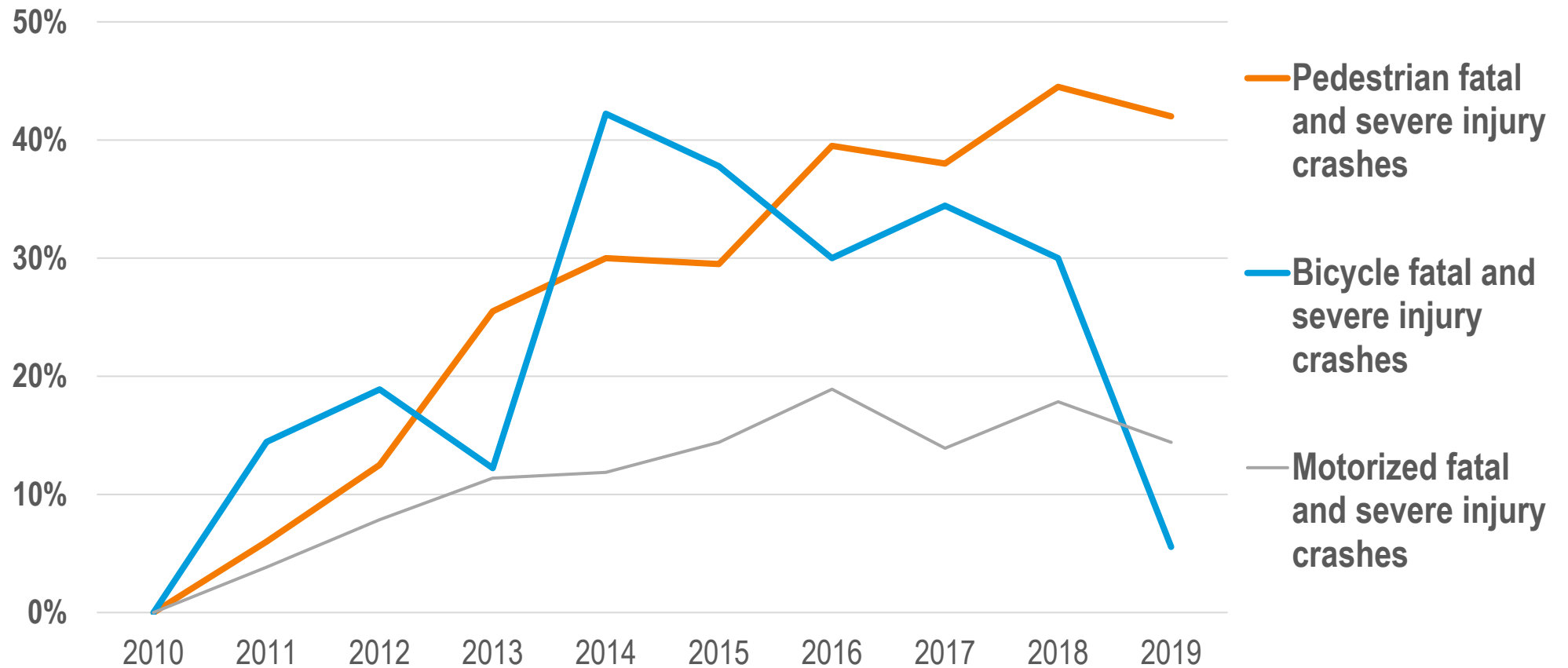
This report is an **update** to the 2019 Bicycle and Pedestrian Crash Report (2011-2015 data).



ACTIVE MODE CRASH TRENDS



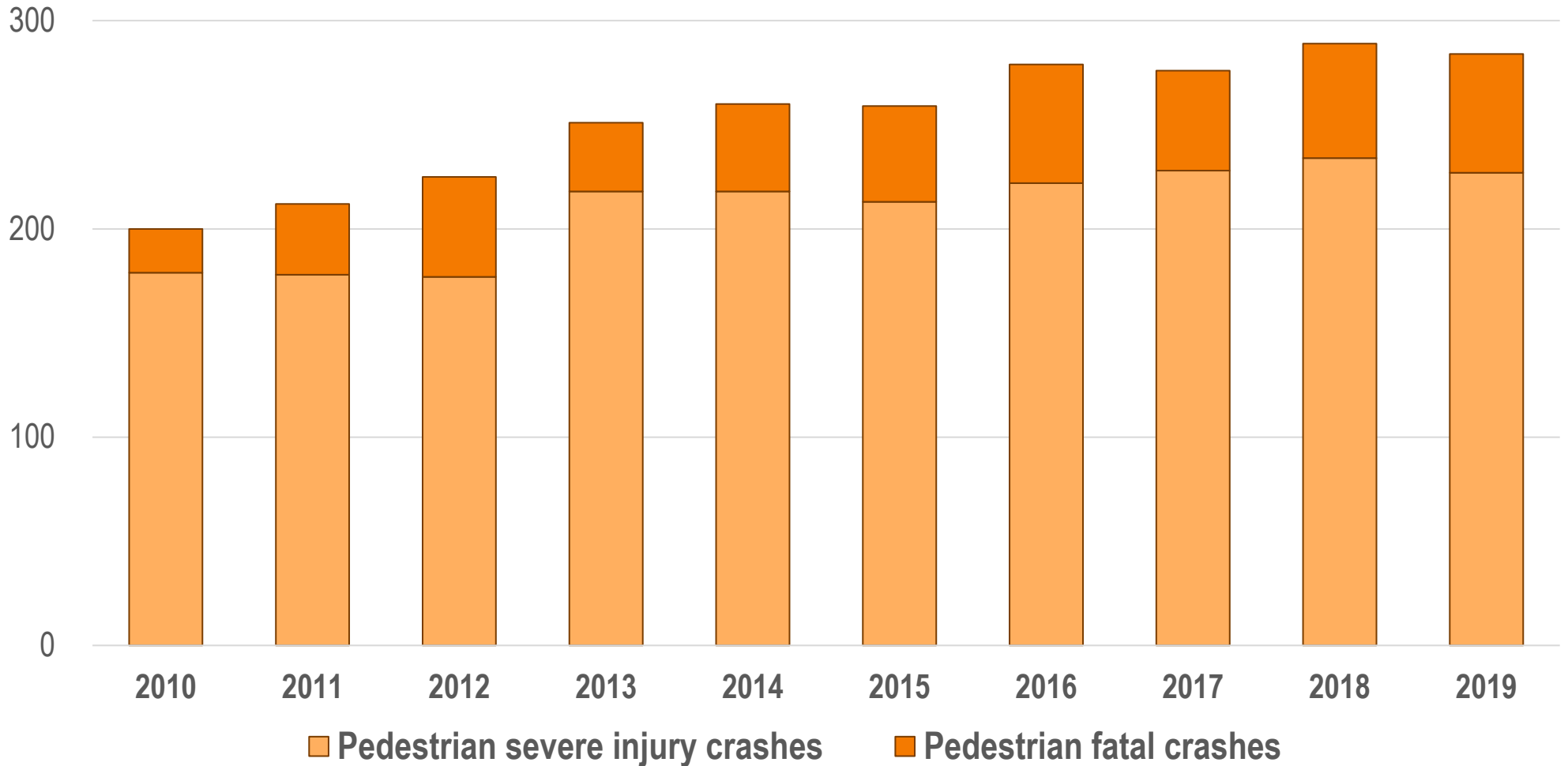
Change in fatal and severe injury crashes since 2010



PEDESTRIAN CRASHES ARE INCREASING



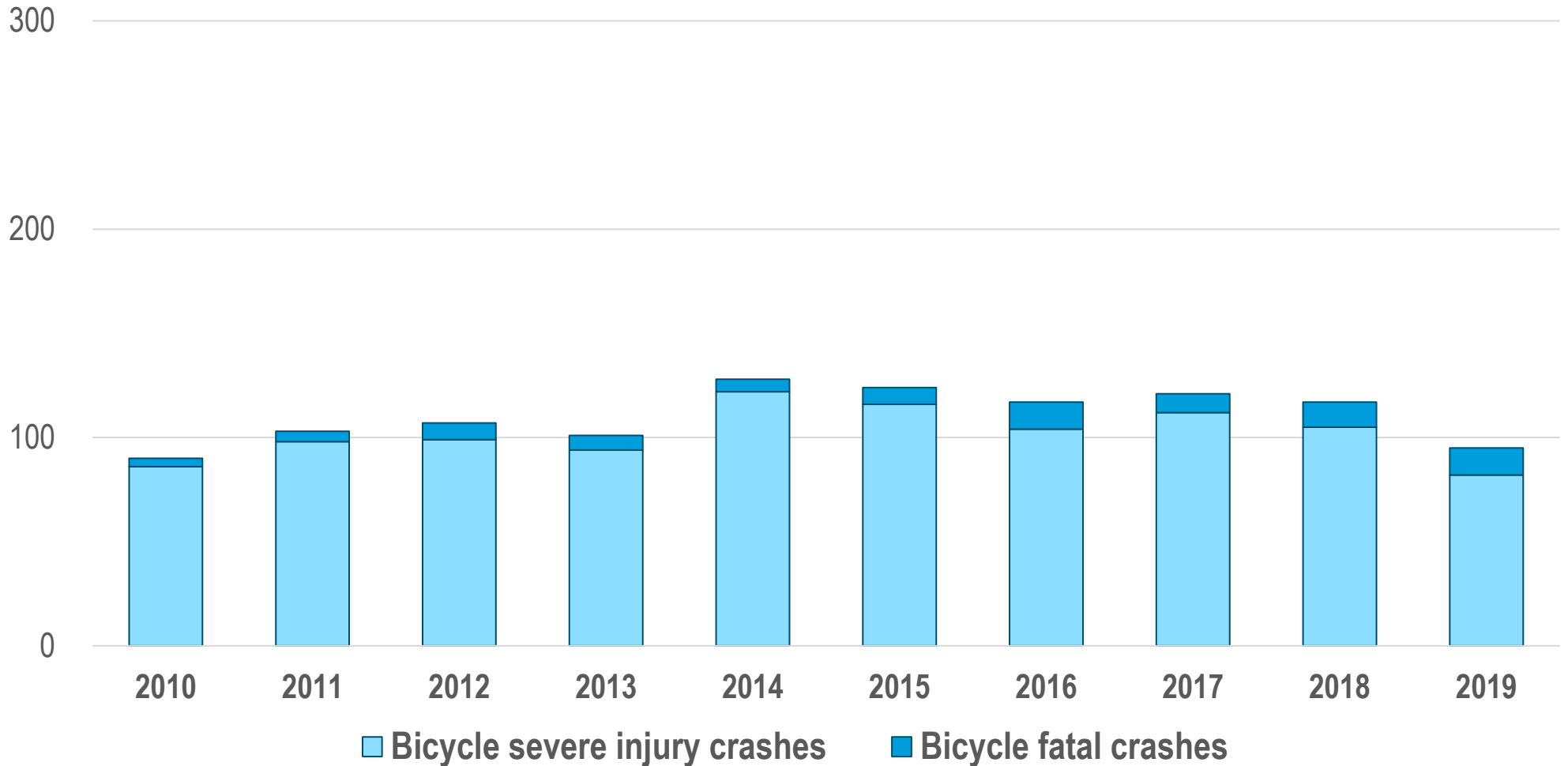
Pedestrian-involved crashes, 2010-2019



BICYCLE CRASHES ARE MORE COMPLICATED



Bicycle-involved crashes, 2010-2019

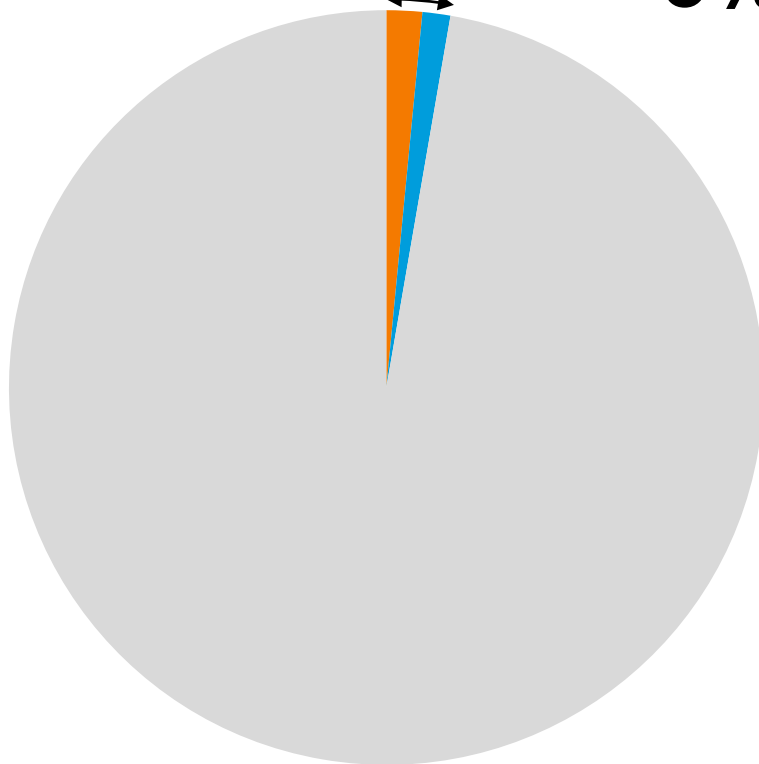


ACTIVE MODE CRASHES ARE OVER-REPRESENTED



All crashes,
2015-2019

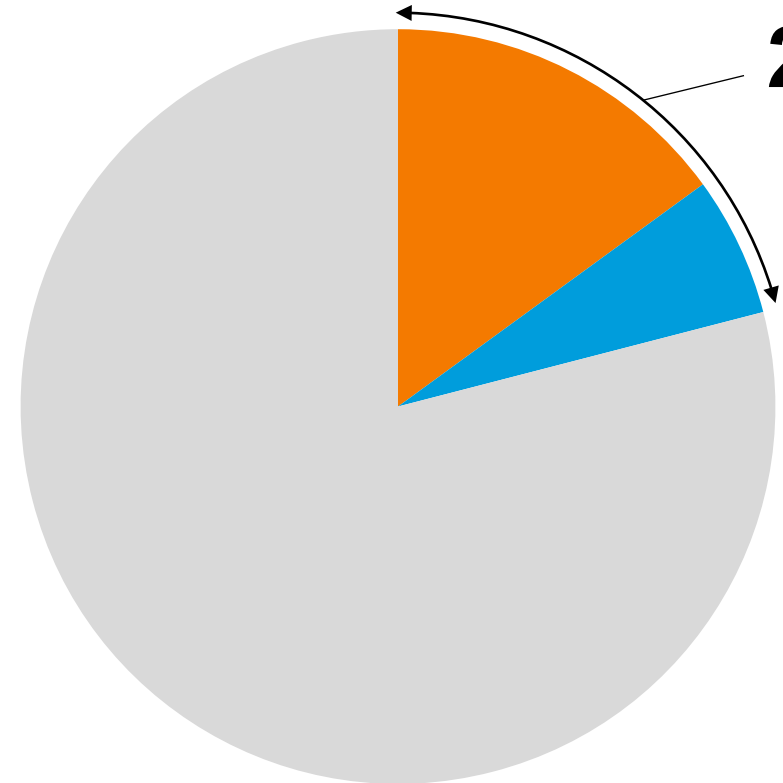
3%



■ Pedestrian ■ Bicycle ■ All Other Modes

Fatal and severe injury
crashes, 2015-2019

22%



■ Pedestrian ■ Bicycle ■ All Other Modes

SPEED AMPLIFIES CRASH SEVERITY



Where posted speed was **35MPH** or greater, crashes were more than **2x** as likely to result in fatality or severe injury as at **20MPH**.

SPEED AMPLIFIES CRASH SEVERITY



SPEED
LIMIT
20



SPEED
LIMIT
30



SPEED
LIMIT
40



SPEED
LIMIT
45+



Where posted speed was **35MPH** or greater, crashes were **50%** more likely to result in fatality or severe injury as at **20MPH**.

UNDERSTANDING ACTIVE MODE CRASHES



Who was involved?

- Sex designation
- Age
- Sociodemographic factors
- Operator factors

Where did the crash occur?

- Land use context
- Location on street
- Street classification
- Intersection type
- Pre-crash maneuvers



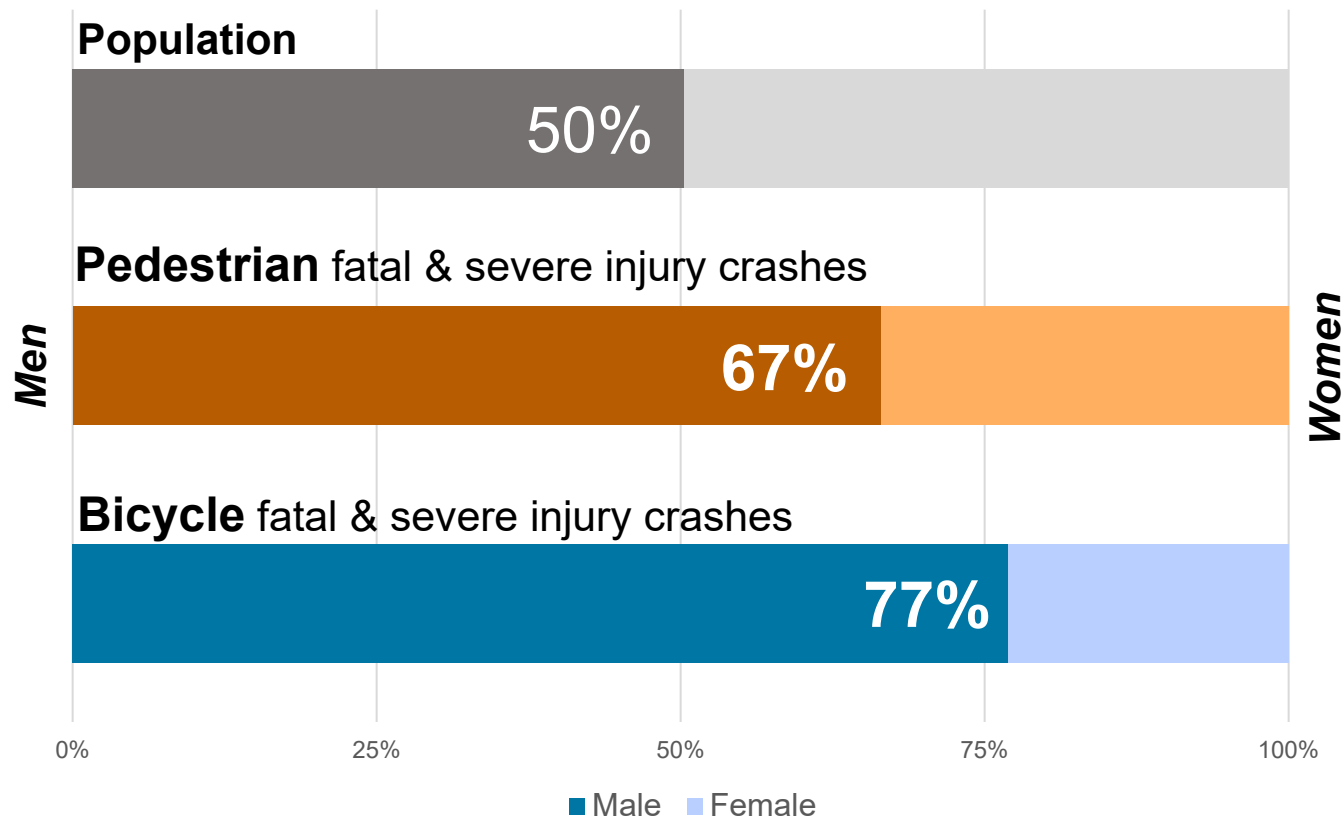
WHO WAS INVOLVED?



WHO WAS INVOLVED BY SEX?



Men were more likely to be involved in fatal and severe injury crashes than women.



Men represented **67%** of those involved in **pedestrian** fatal and severe injury crashes.

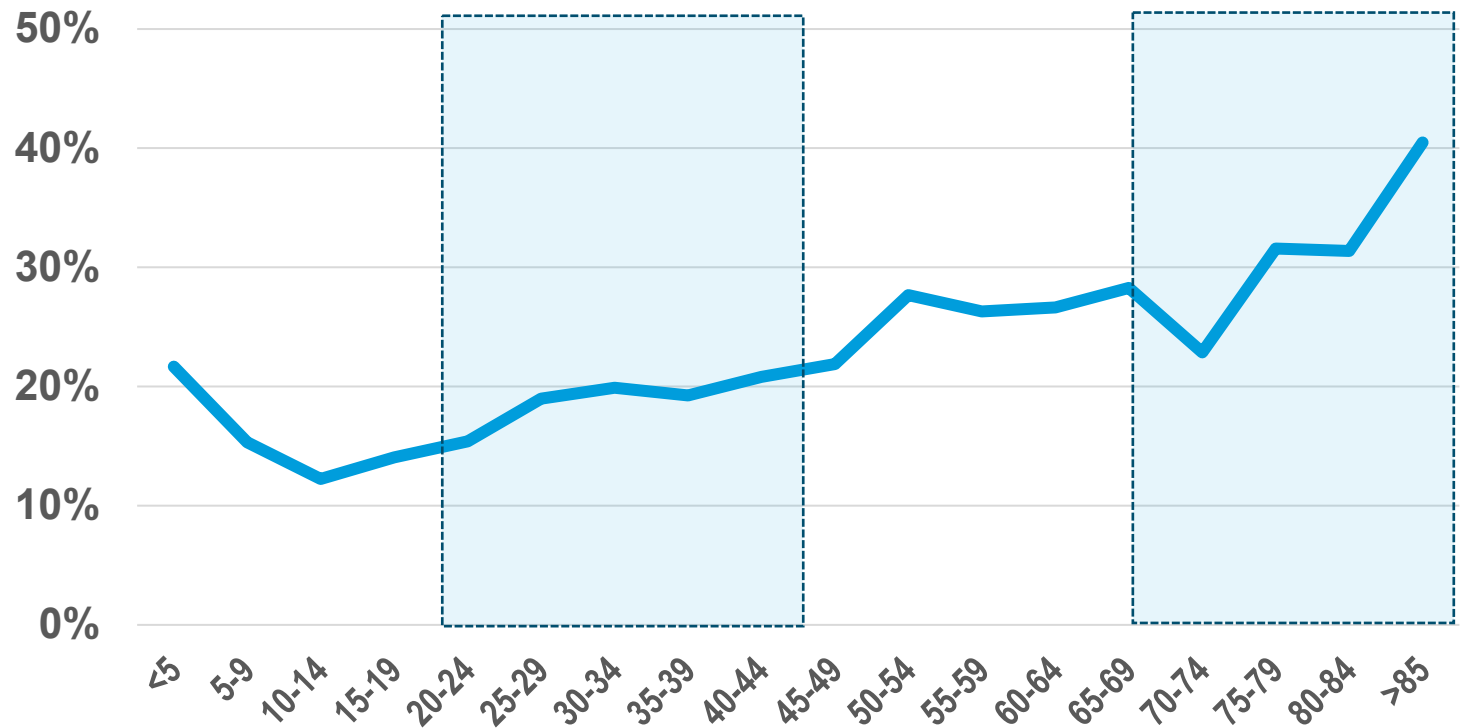
Men represented **77%** of those involved in **bicycle** fatal and severe injury crashes.

WHO WAS INVOLVED BY AGE?



People **over 65** were **52%** more likely than people aged **20 – 45** to have crashes result in death or severe injury.

Percent of active mode crashes resulting in a fatality or severe injury



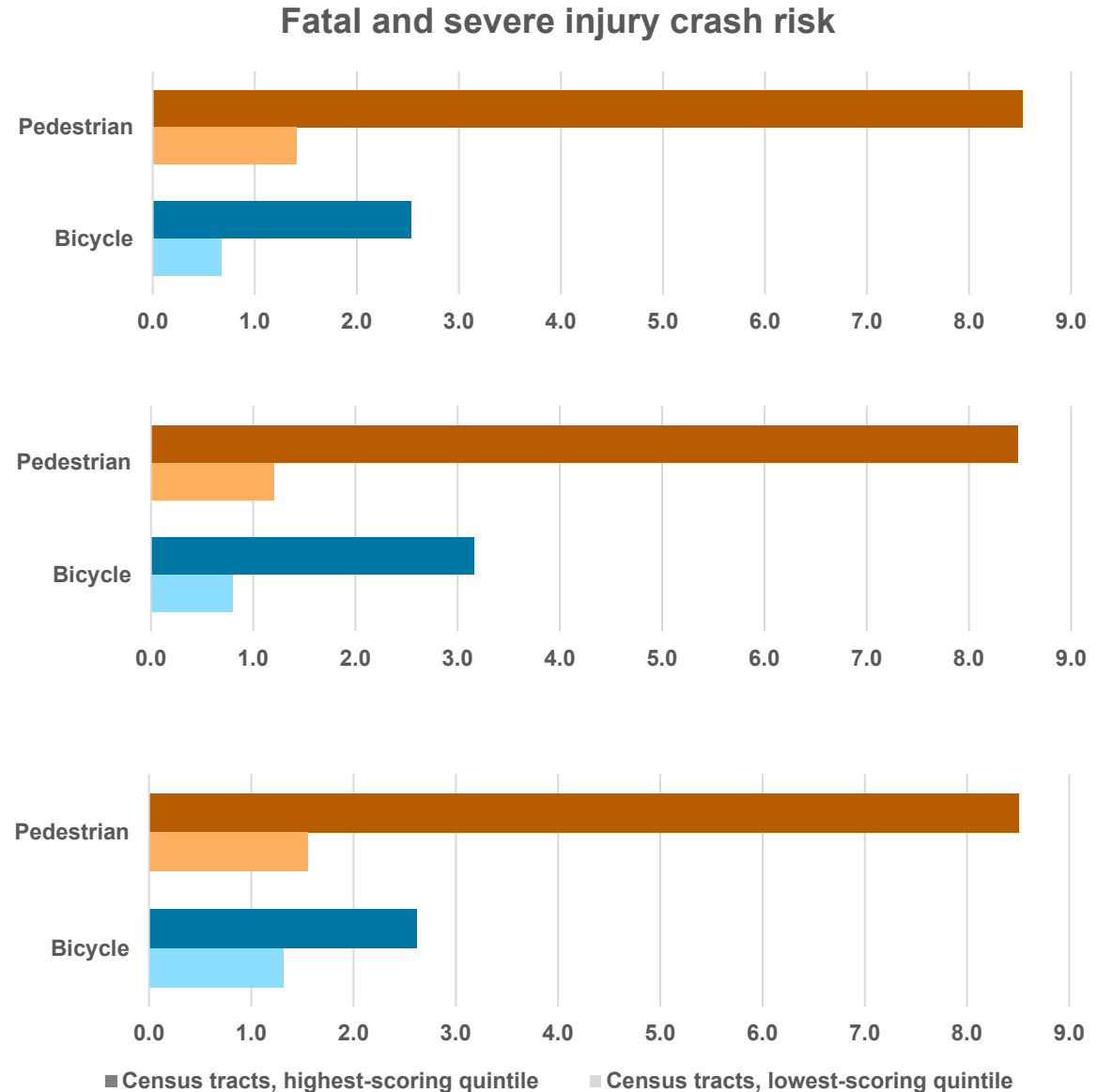
WHO WAS INVOLVED BY SOCIODEMOGRAPHIC FACTORS?



Social Vulnerability

Environmental Burden

Transportation Cost Burden



WHO WAS INVOLVED WHEN DRUGS & ALCOHOL WERE SUSPECTED?



Alcohol was suspected in at least one person involved in **20%** of **pedestrian** fatal and severe injury crashes.

Drugs or **alcohol** increased the likelihood of fatality or severe injury among all modes and crashes.

Alcohol Suspected	Pedestrian-Involved	Bicycle-Involved	All Other Modes
All Crashes	11%	3%	4%
Fatal / Severe Injury Crashes	20%	6%	17%

Drugs Suspected	Pedestrian-Involved	Bicycle-Involved	All Other Modes
All Crashes	2%	1%	1%
Fatal / Severe Injury Crashes	4%	2%	6%



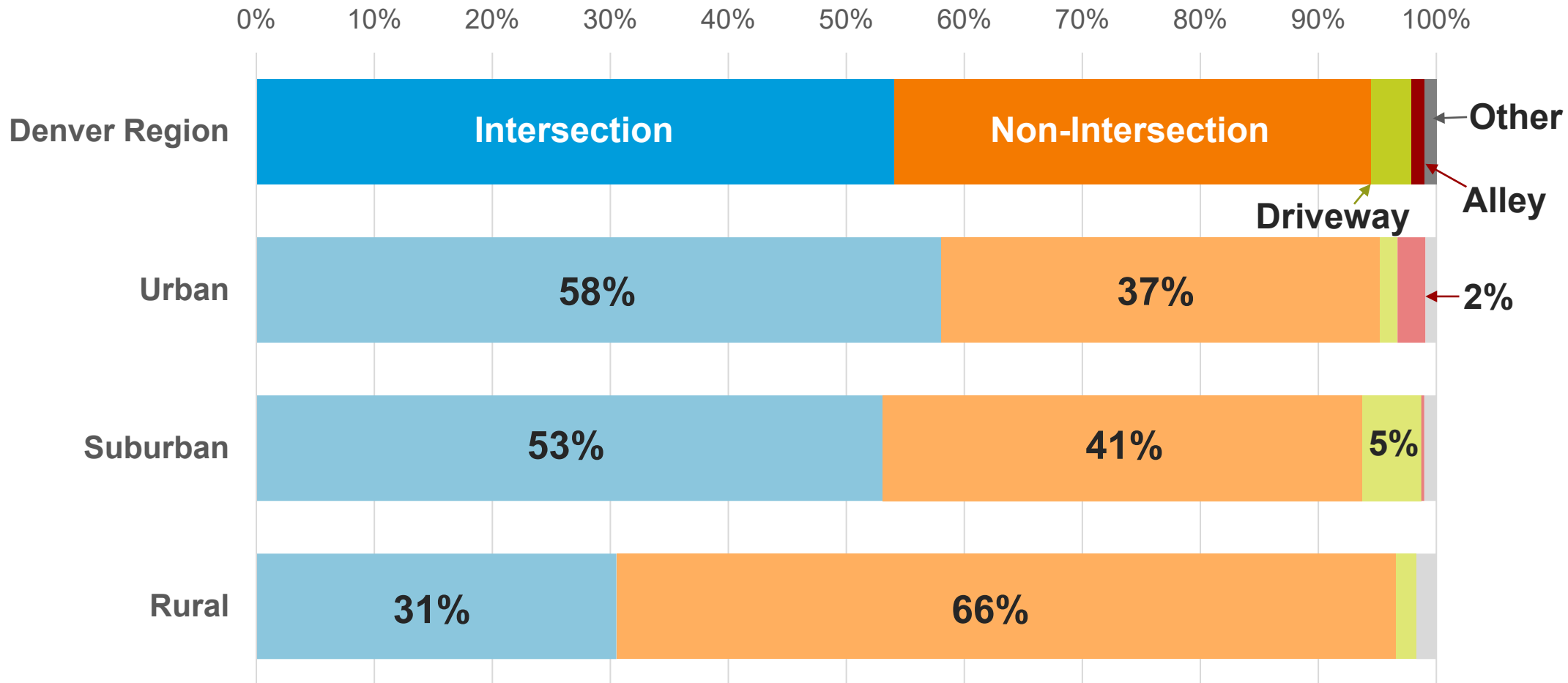
WHERE DID CRASHES OCCUR?



PEDESTRIAN CRASHES BY AREA TYPE



Pedestrian fatal and severe injury crash locations

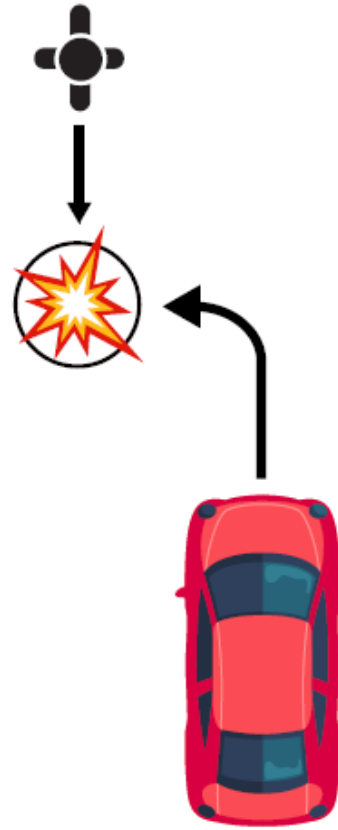


PRIMARY PEDESTRIAN CRASH TYPES

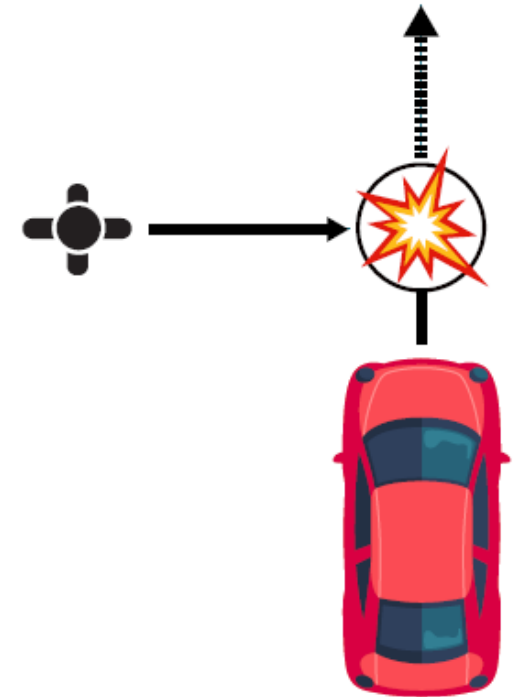


41% of pedestrian intersection fatal and severe injury crashes involve **Left Turns**.

38% involve **Broadside** collisions.



Left Turn
crash example

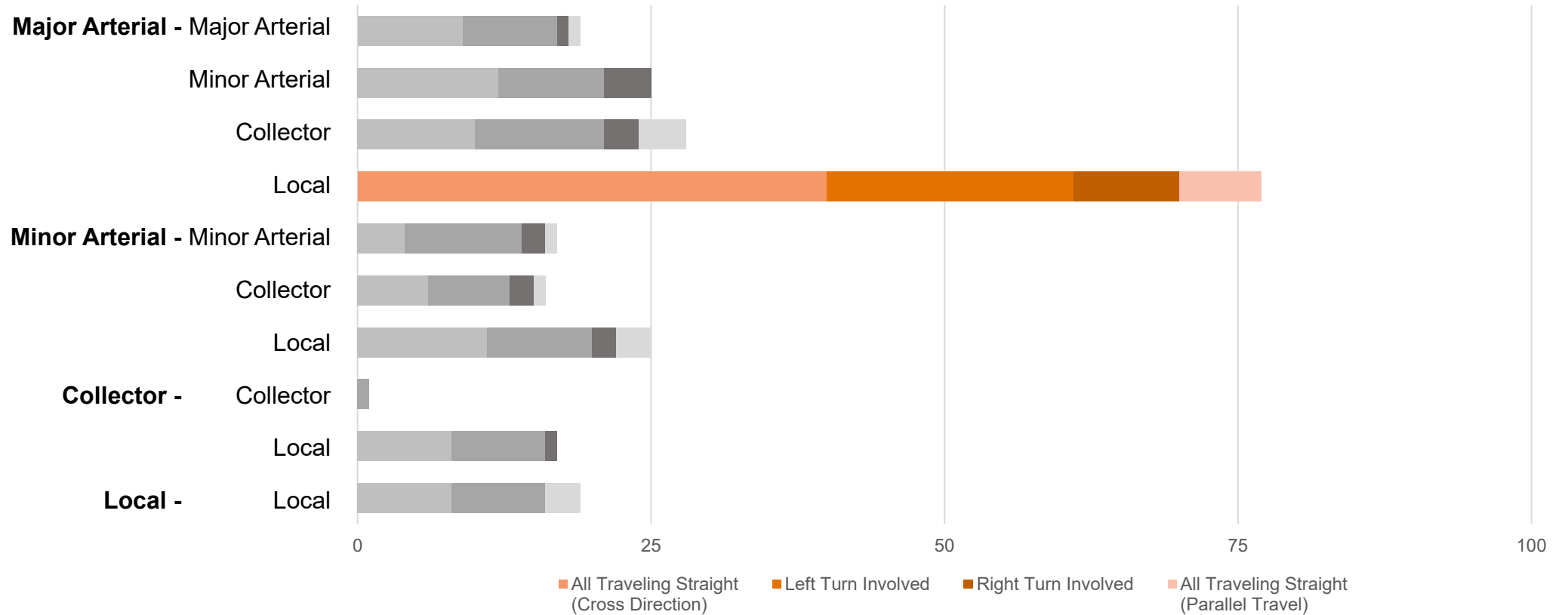


Broadside
crash example

PEDESTRIAN INTERSECTION CRASH LOCATIONS



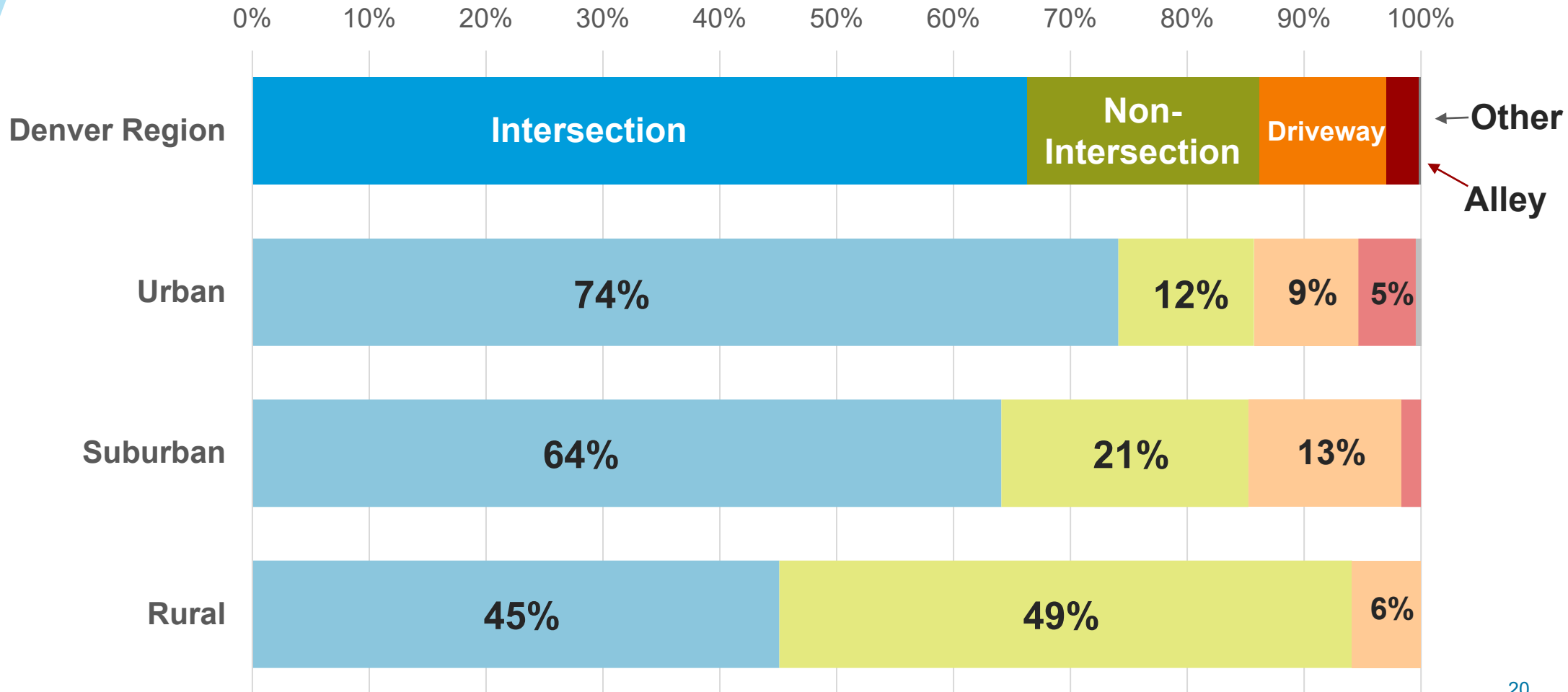
32% of urban pedestrian crashes at intersections occur at Major Arterial-to-Local crossings



BICYCLE CRASHES BY AREA TYPE



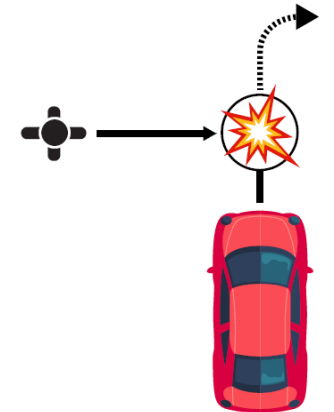
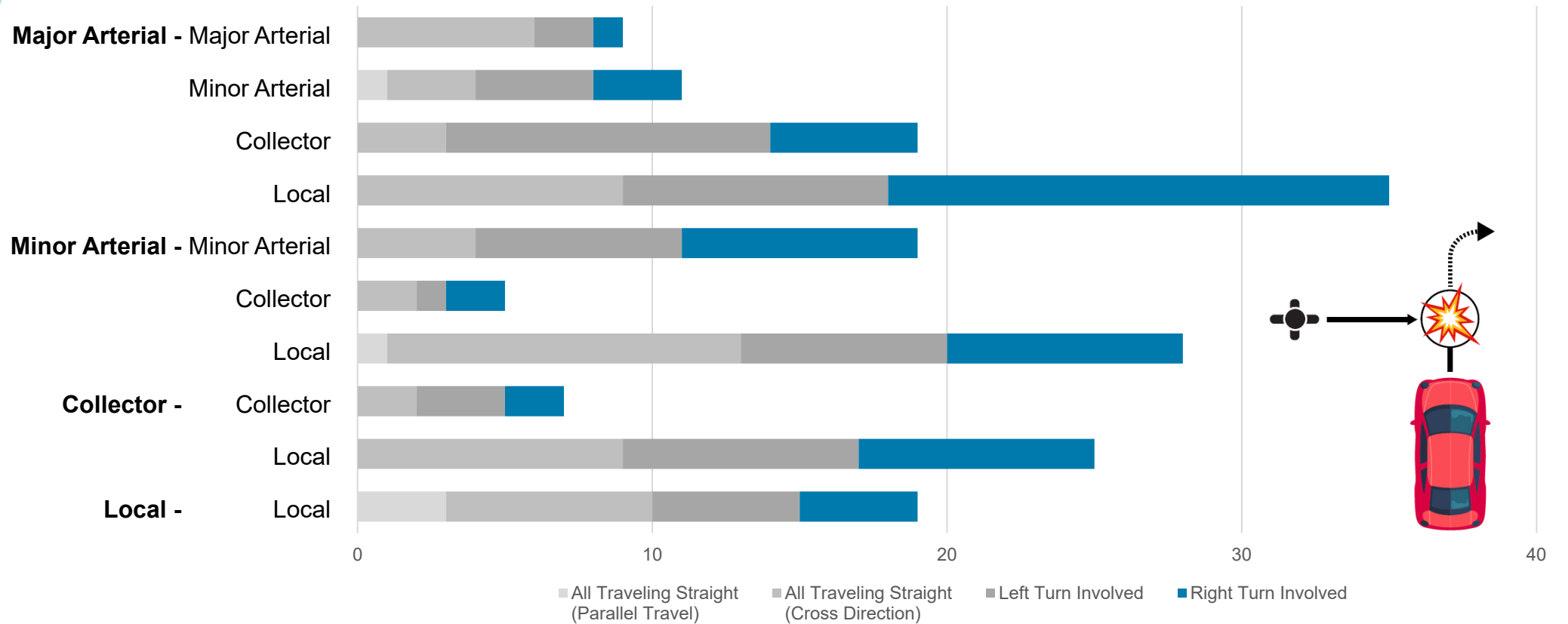
Bicycle fatal and severe injury crash locations



BICYCLE INTERSECTION TYPES



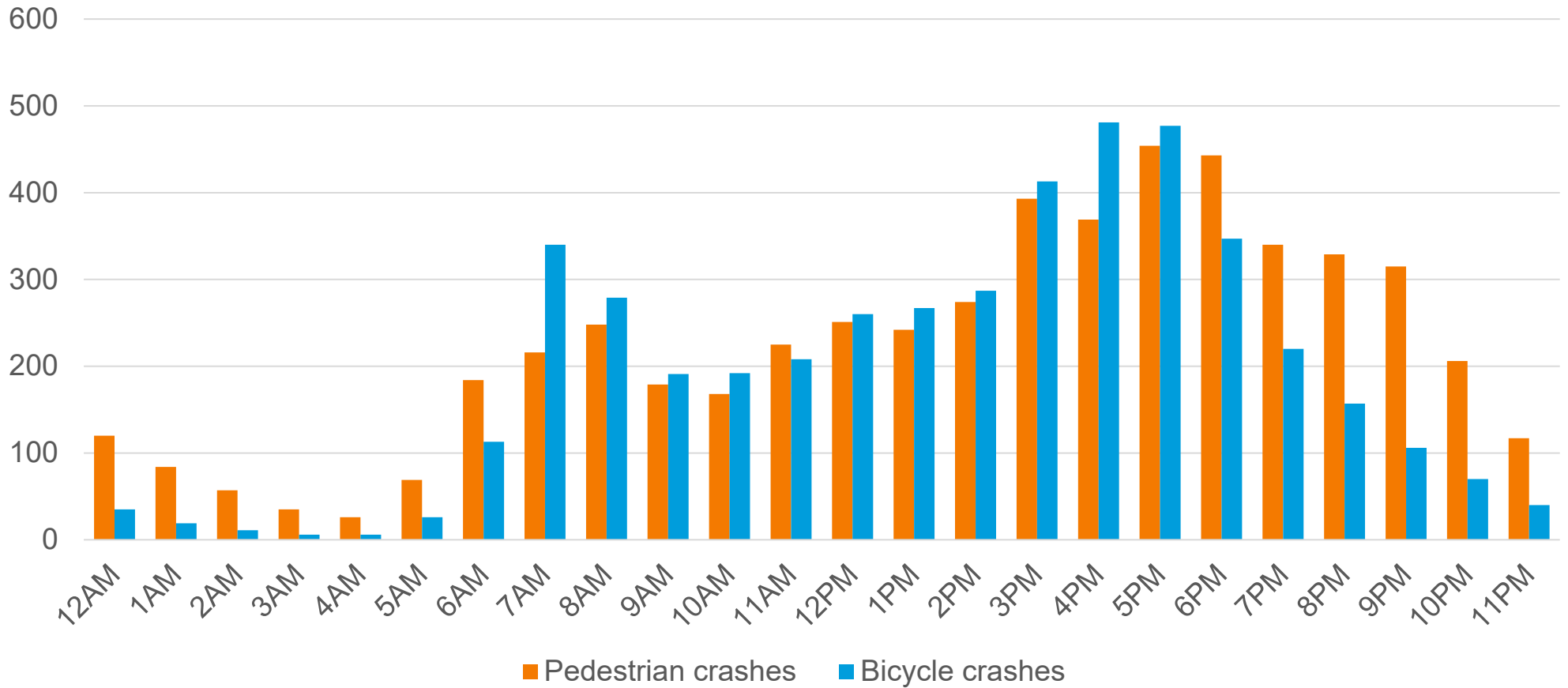
32% of suburban bicycle crashes at intersections involve **Right-Turn** movements



CRASHES BY TIME OF DAY



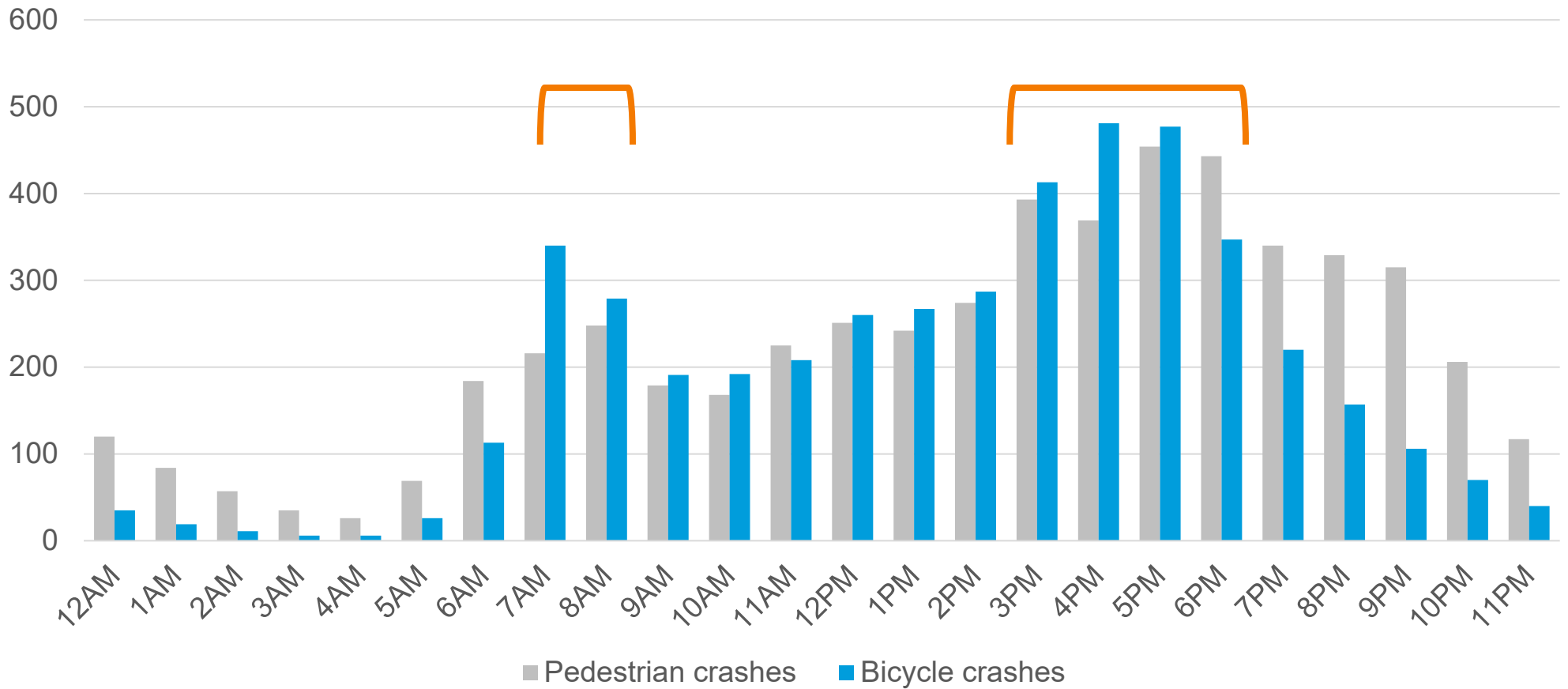
Crashes by hour of day, 2015-2019



CRASHES BY TIME OF DAY



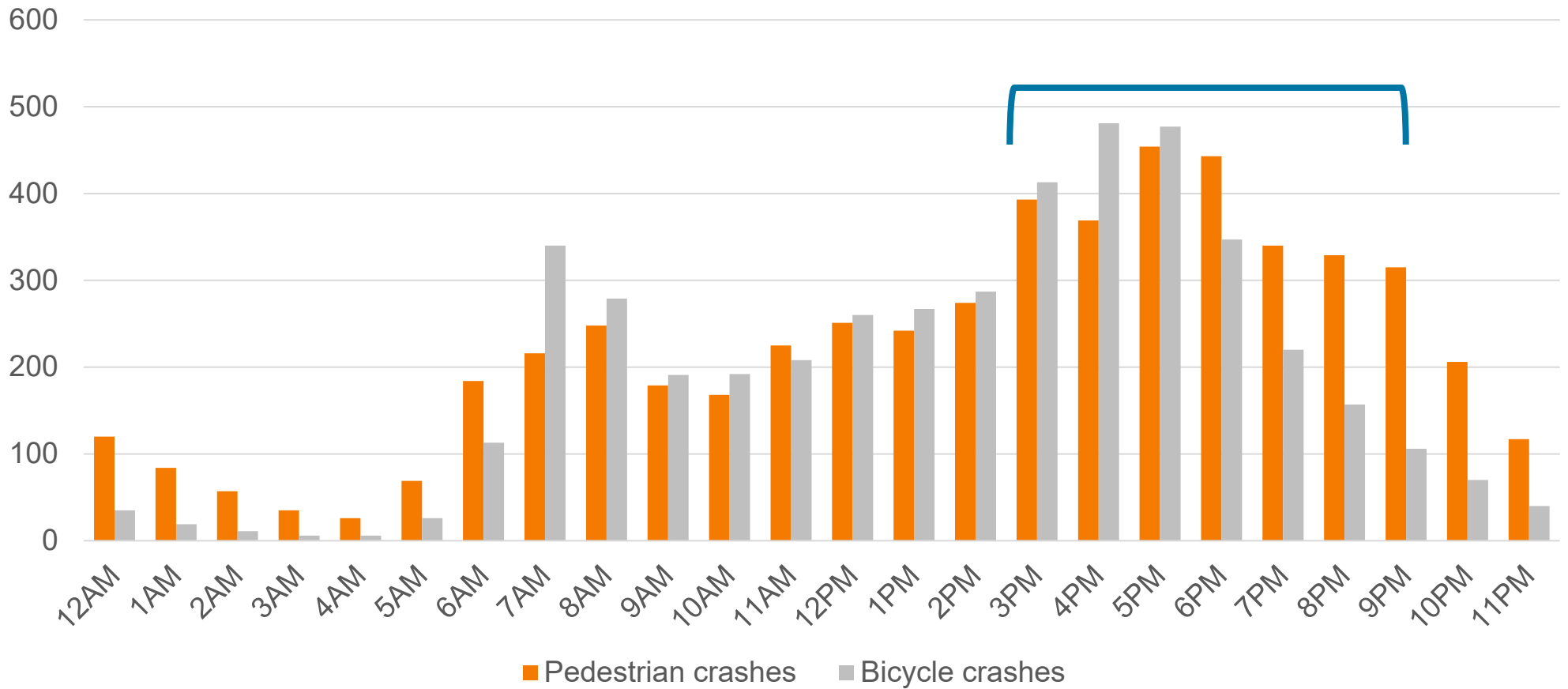
Bicycle crashes are concentrated to peak hours



CRASHES BY TIME OF DAY



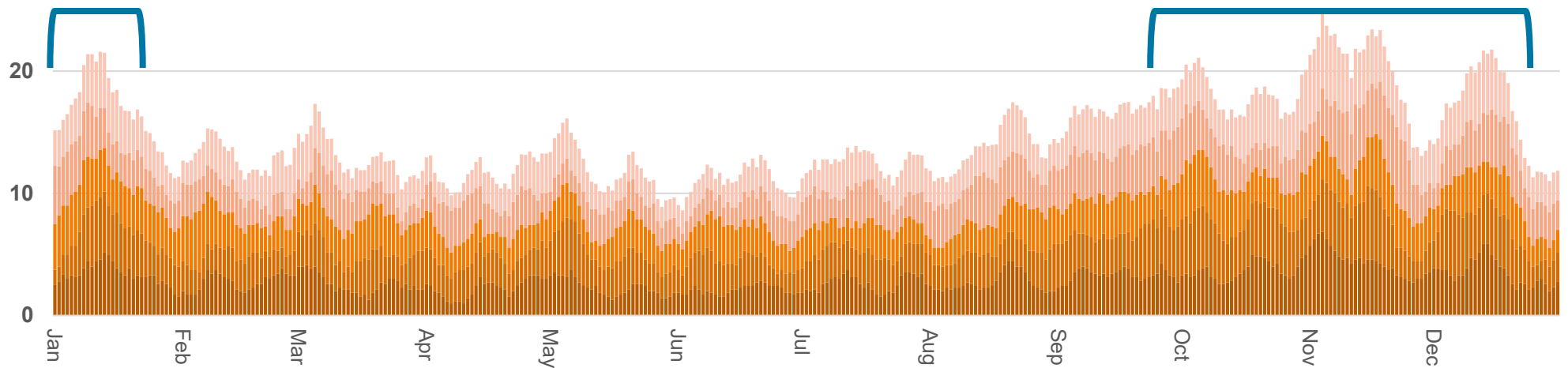
Pedestrian crashes increase during afternoon and evening



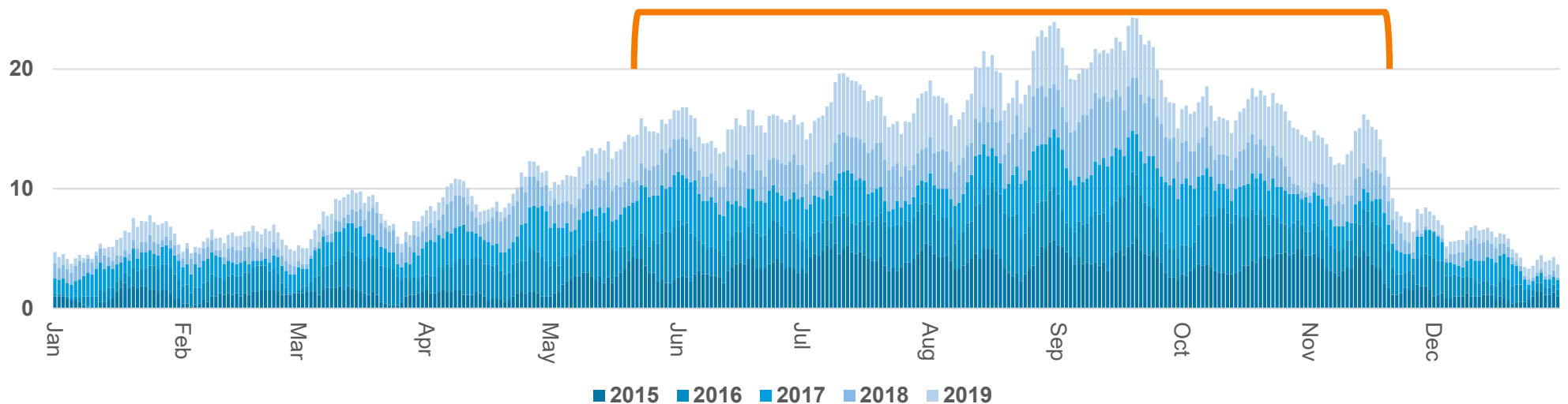
CRASHES BY SEASON



Pedestrian crashes per day (seven-day rolling average), 2015-2019



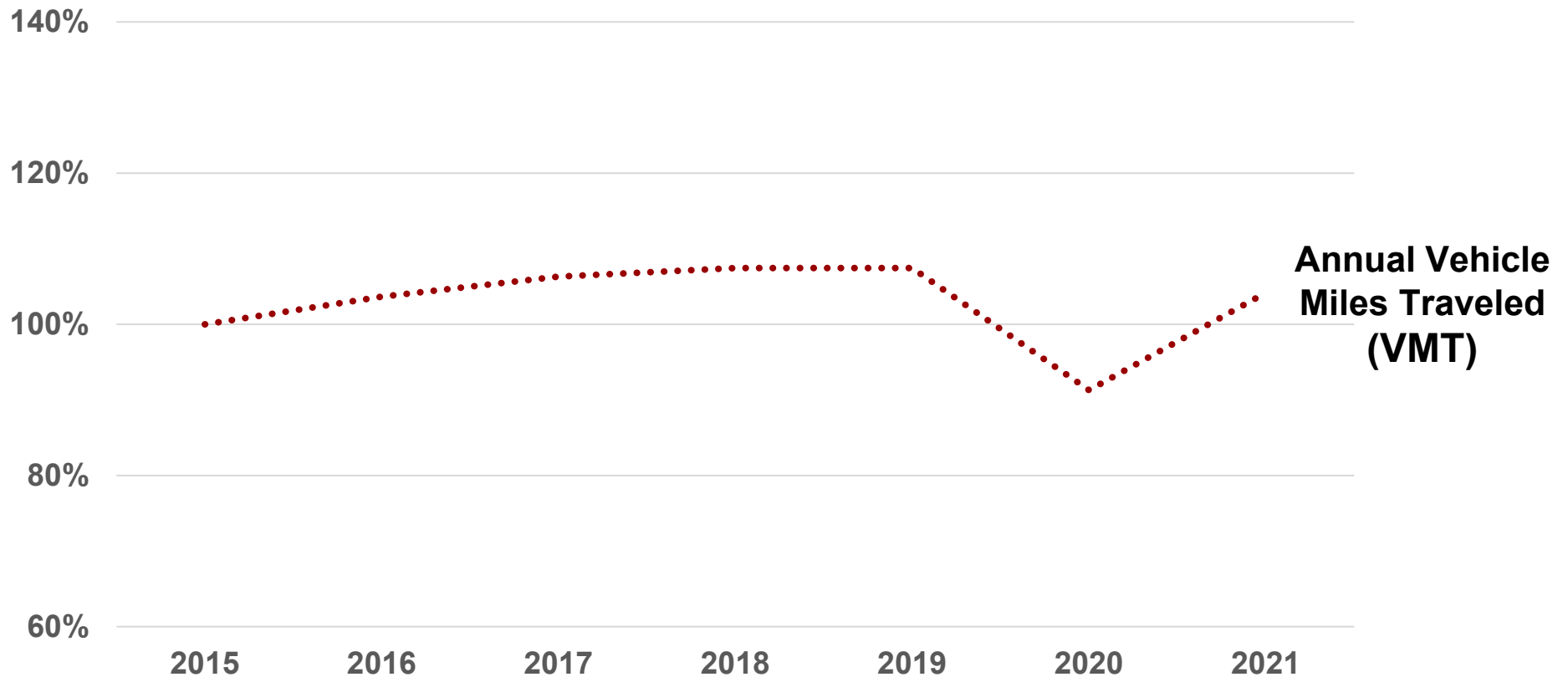
Bicycle crashes per day (seven-day rolling average), 2015-2019



2020 & 2021: A NEW TRAVEL PARADIGM



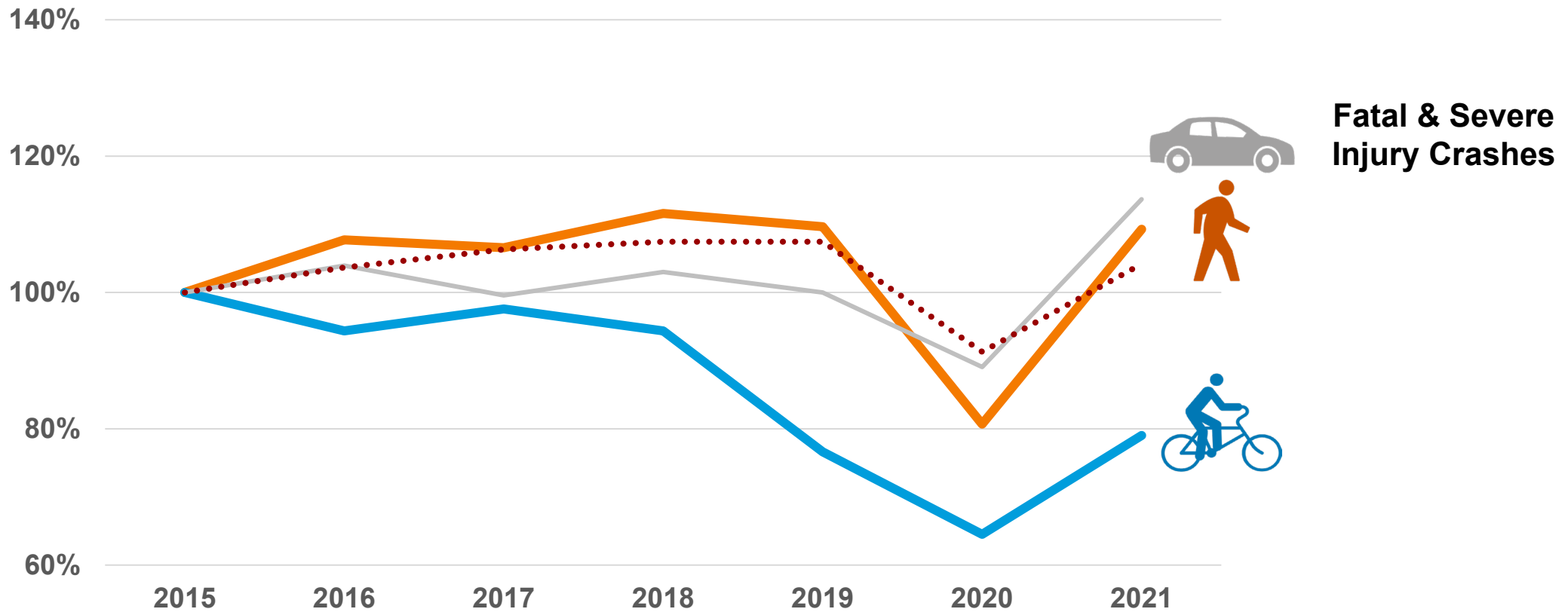
Pedestrian and motor vehicle crashes rebounded post-2020 faster than vehicle traffic



2020 & 2021: A NEW TRAVEL PARADIGM



Pedestrian and motor vehicle crashes rebounded post-2020 faster than vehicle traffic





THANK YOU!
QUESTIONS?

Aaron Villere
Senior Active Transportation Planner
avillere@drcog.org
303-480-5644

ATTACH D

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director
(303) 480-6701 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
November 15, 2023	Informational Briefing	11

SUBJECT

2022 Annual Report on Roadway Traffic Congestion in the Denver Region

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

The United States Department of Transportation requires all metropolitan planning organizations serving large populations to undertake a Congestion Management Process to monitor traffic congestion in the region. The Denver Regional Council of Governments conforms to this requirement through a process with two components: the calculation of congestion measurements for roadways in the region and the presentation of data within an annual report on traffic congestion. This process began in 2006.

Staff will provide an informational presentation of the *2022 Annual Report on Roadway Traffic Congestion in the Denver Region*. This year's report addresses the following topics:

- Continued impacts of the COVID-19 pandemic on travel behavior
- Vehicle miles traveled
- Transit and shared micromobility ridership
- Congestion projections for 2050

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

1. [2022 Annual Report on Roadway Traffic Congestion in the Denver Region](#)
2. Staff presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at (303) 480-6701 or drex@drcog.org; Max Monk, Assistant Planner, at (303) 480-6731 or mmonk@drcog.org; or Robert Spotts, Mobility Analytics Program Manager, at (303) 480-5626 or rspotts@drcog.org.

2022 Annual Report on Traffic Congestion in the Denver Region

Robert Spotts, Mobility Analytics Program Manager

Max Monk, Assistant Planner

November 2023



Congestion Management Process



Overview of the congestion management process

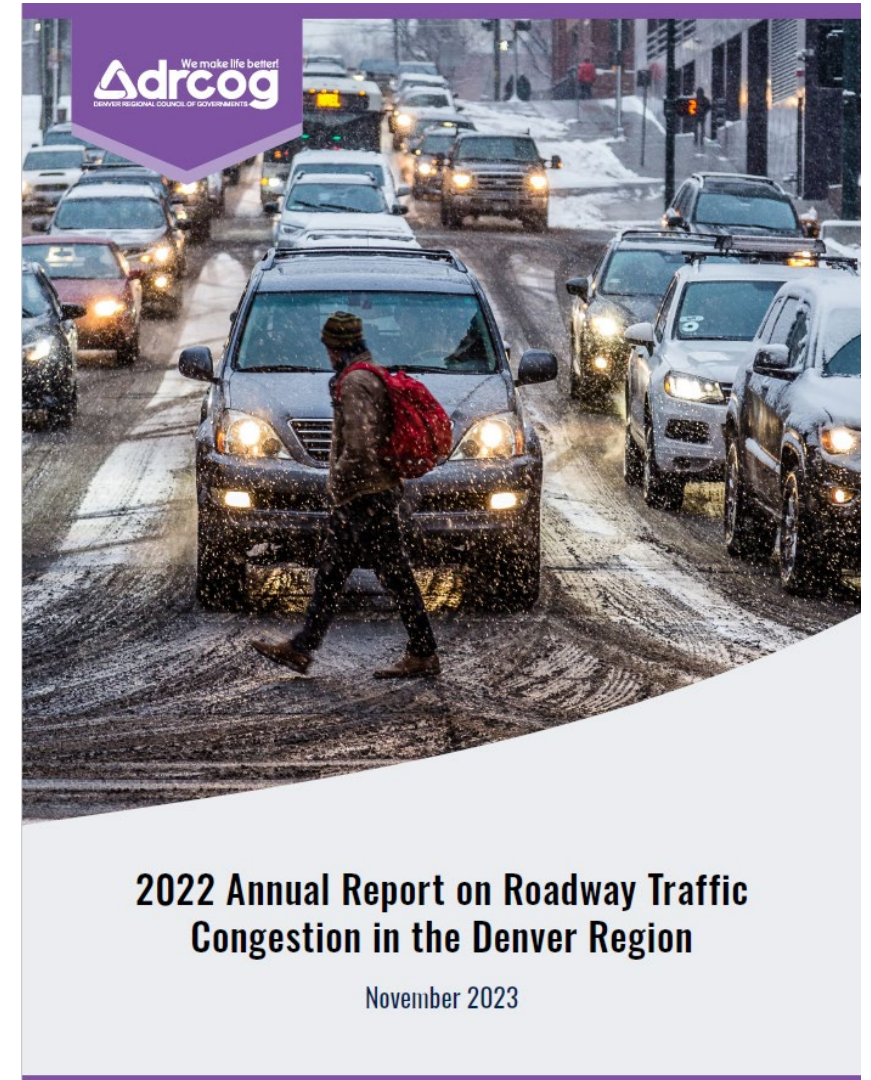


- A **federally-required process** to monitor the evolution of congestion in the region
- Components of DRCOG's process
 - *Annual Report on Roadway Traffic Congestion in the Denver Region*
 - Database of roadway attributes, traffic counts, and crash incidents
 - Multimodal data metrics

Agenda



1. 2022 trends and observations
 - a) Vehicle miles traveled
 - b) Transit ridership
 - c) Shared micromobility usage
2. 2050 congestion projections
3. Shifting dynamics of commute corridors
4. Updates in the world of congestion





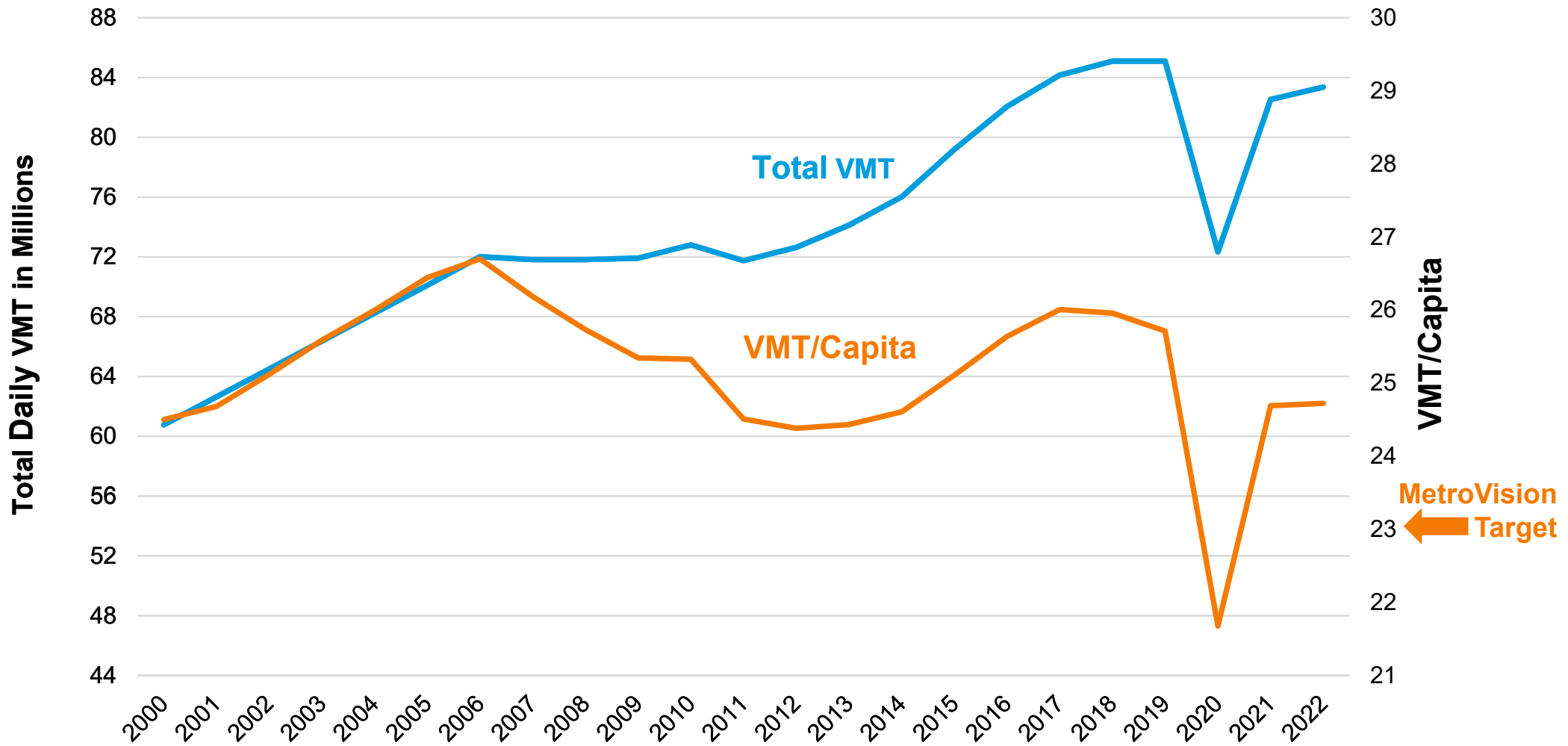
2022 Trends and Observations



Vehicle Miles Traveled (VMT)



Average Daily VMT in the Denver Region (2000 - 2022)



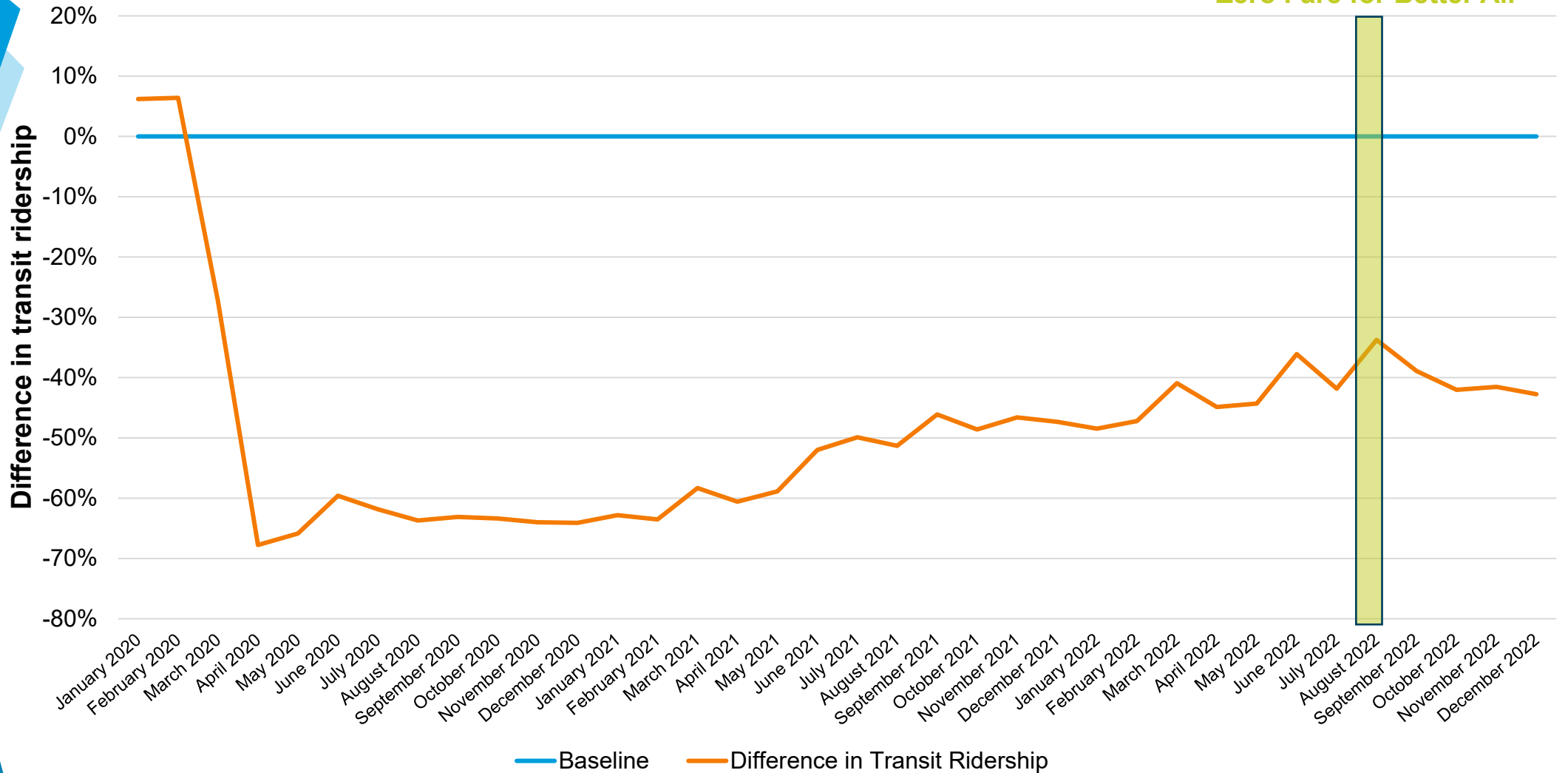
Source: Denver Regional Council of Governments

Transit ridership



2020-2022 RTD Ridership Compared to 2019

Zero Fare for Better Air

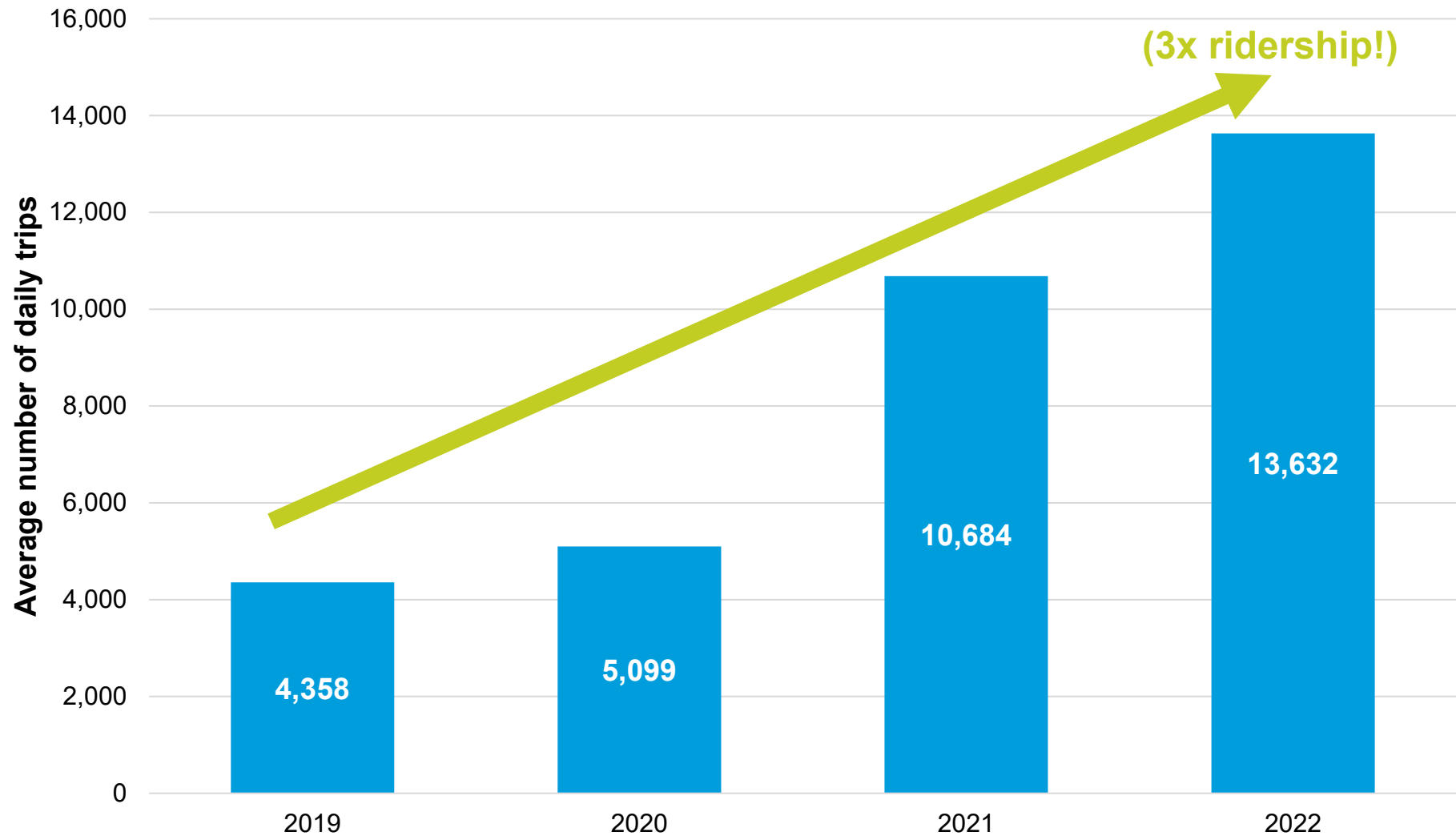


Source: National Transit Database

Shared Micromobility Usage



Average number of micromobility trips per day

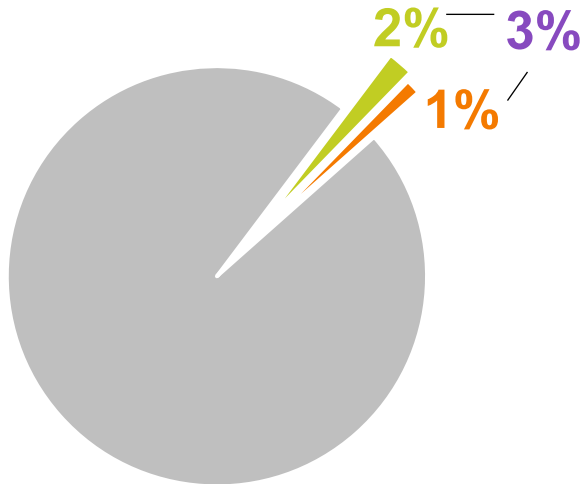


Source: Ride Report

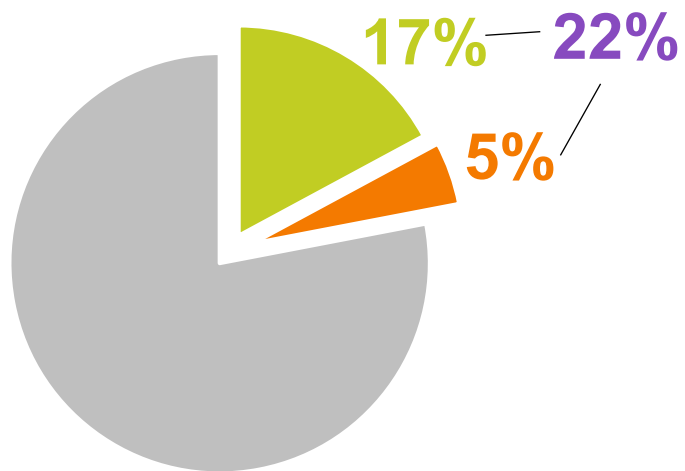
Where freeway congestion is most severe



Corridor proportion of freeway network



Corridor proportion of freeway delay



I-25 from I-70 to University



I-270 from I-25 to I-70

Source: Denver Regional Council of Governments

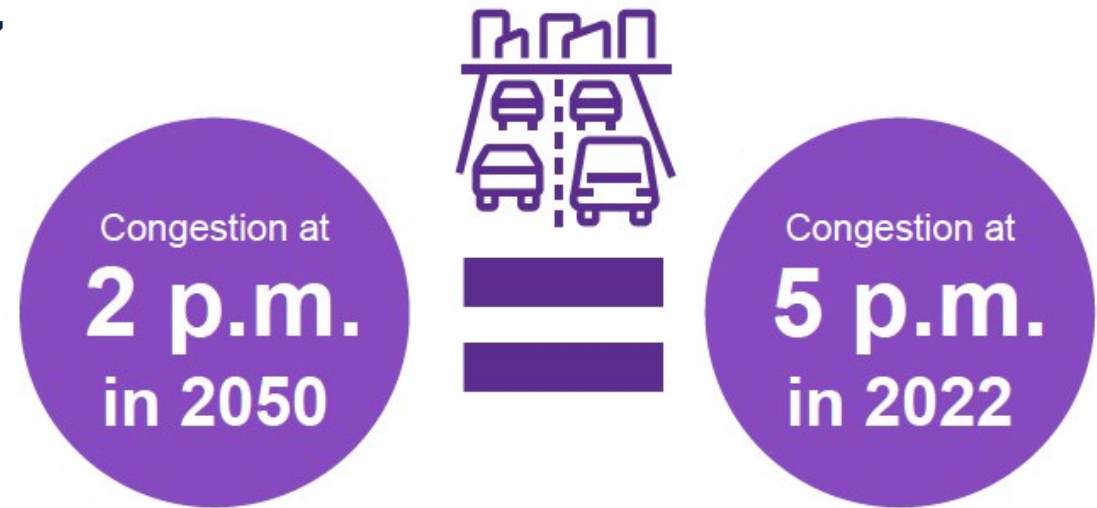


2050 Congestion Projections

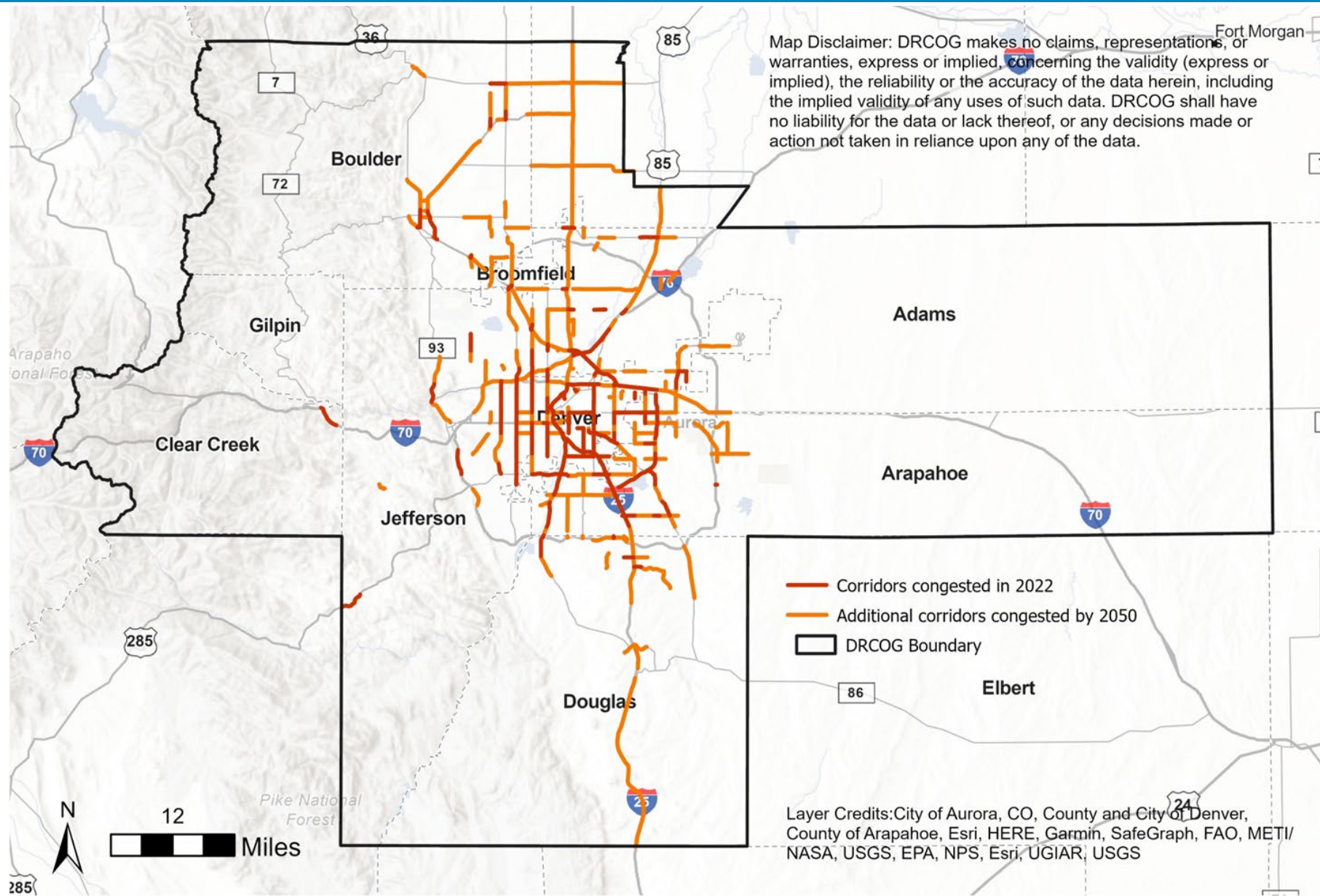
2050 congestion projections



- Vehicle miles traveled per capita is projected to grow to **27 miles per day** (compared to our MetroVision goal of 23 miles per day)
- The cost of congestion in the region is expected to increase by **67%** between 2022 and 2050



2050 congestion projections





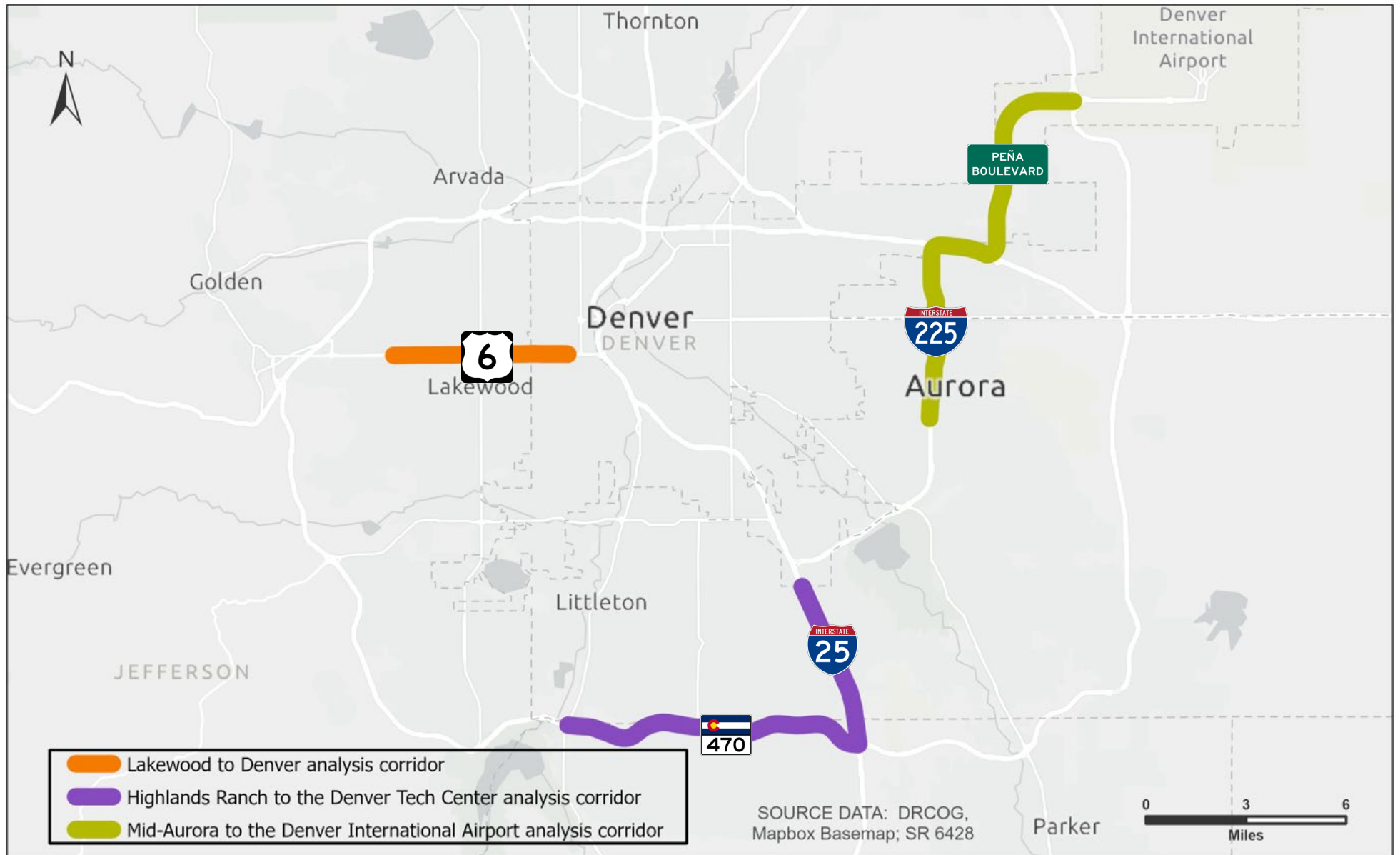
Shifting Dynamics in Commuting

Overview of analysis



- Telework became a public health necessity during the pandemic
- Telework remains more frequent following the influence of the pandemic, especially so for office commuters
- “Have the dynamics on historic office commute corridors shifted?”
- Examination of travel time and traffic volume data before the pandemic and in 2022

Selected corridors



Morning commute from Lakewood to Denver

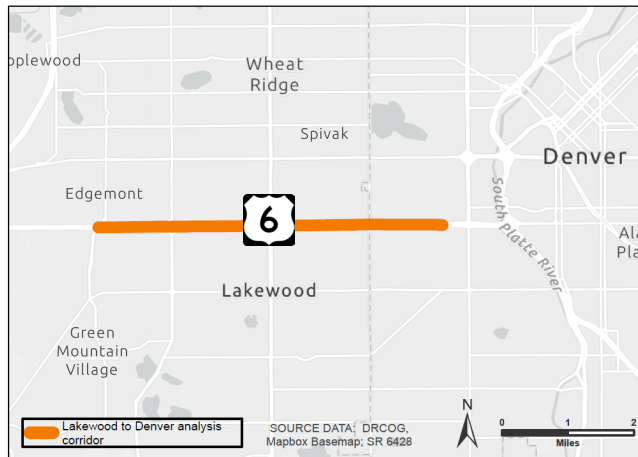


Average travel time
during rush hour



2019
11 minutes
2022
9 minutes

14% decrease in travel time
and traffic delay



- **Near 2019 traffic levels** when considering all time periods
- **17% fewer vehicles** during the a.m. peak
- Telecommuting and flexible schedules are a key explanation for this decrease

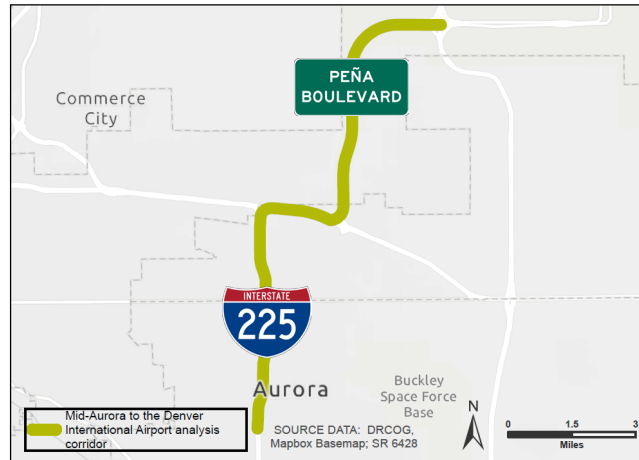
Mid-Aurora to Denver International Airport



Average travel time
during rush hour



2019
25 minutes
2022
25 minutes



- Denver International Airport had a **record number of passengers** in 2022
- 2019 traffic levels were surpassed during the busier travel months in 2022
- Between 2019 and 2022 the area experienced a **20% increase in jobs** and a **6% increase in housing units**
- Traffic along this corridor is expected to grow as new housing and jobs become available

Highlands Ranch to the Denver Tech Center



Average travel time
during rush hour



2019
23 minutes
2022
18 minutes

**13% decrease in travel time
and traffic delay**



- Fewer trips than 2019 **across all time periods**
- **13% decrease in travel time and traffic delay** along this corridor
- Some combination of telework and the completion of the C-470 managed lane would explain this shift



Updates in the World of Congestion

Updates in the world of congestion



- Discussion of **communication between smartphones and traffic signals** in Dallas
- **Production of a “digital twin”** modeling congestion live in Chattanooga

Smarter traffic signaling in Dallas



- Smartphones **network** with each other and know where congestion exists
- Dallas is considering upgrading their **traffic signals to tap into this network**
- Data are expanding exponentially and hold potential for **more efficient traffic management**

“Digital Twin” traffic modeling in Chattanooga



- Through machine learning and real-time data, researchers from NREL and the DOE **created a micro-model** mirroring Chattanooga traffic conditions with precision
- The “digital twin” enabled planners to understand **underlying causes of congestion** and pinpoint specific areas of improvement
- For the analysis area, researchers observed a **32%** reduction in delay and a **16%** reduction in fuel spent idling



Conclusion

Conclusion



- Denver Region ITS
- State household travel survey
- Transportation demand management
- Projects that facilitate travel choices to avoid congestion



ADVANCED
MOBILITY
PARTNERSHIP



Program of **DRCOG**



COLORADO
Department of Transportation



Thank you!

Questions?

Robert Spotts | Mobility Analytics Program Manager

Max Monk | Assistant Planner

MMonk@drcog.org

(303) 480-6731

ATTACHE

To: Chair and Members of the DRCOG Board of Directors

From: Douglas W. Rex, Executive Director
(303) 480-6701 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
November 15, 2023	Informational Briefing	12

SUBJECT

Land Use and Transportation Connection Technical Assistance Pilot

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

The Land Use and Transportation Connection Technical Assistance program served three DRCOG member governments from May of 2022 through May of 2023 by providing consultant services to address land use planning implementation challenges in their communities. The program piloted a new approach for DRCOG to support local planning by connecting local planning departments with consultant services while removing the administrative burden of contracting and procurement. Adams County's Clear Creek TOD Re-evaluation, Arvada's Ralston Road Reassessment Plan and Englewood's Englewood Station Multimodal Corridor Plan worked with planning and transportation professionals to assess implementation barriers and identify revised strategies to implement the original vision articulated in existing land use plans.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

Staff presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at drex@drcog.org or (303) 480-6701; or Andy Taylor, Regional Planning and Data Analytics Manager, at ataylor@drcog.org.

TRANSPORTATION/ LAND USE CONNECTION TECHNICAL ASSISTANCE PILOT

DRCOG Board Meeting

November 15, 2023

Emily Daucher, Planner

Dillon McBride, Planner

DRCOG engaged local governments with a technical assistance program from May 2022 – May 2023.

Program goals:

- Support **local government plan reassessments** to identify barriers to plan implementation
- Focus on the **land use/transportation connection** – improve connectivity, improve walkability, promote transit-supportive land-use, etc.
- Identify opportunities for **DRCOG to provide additional value** in support of local government planning work around the region

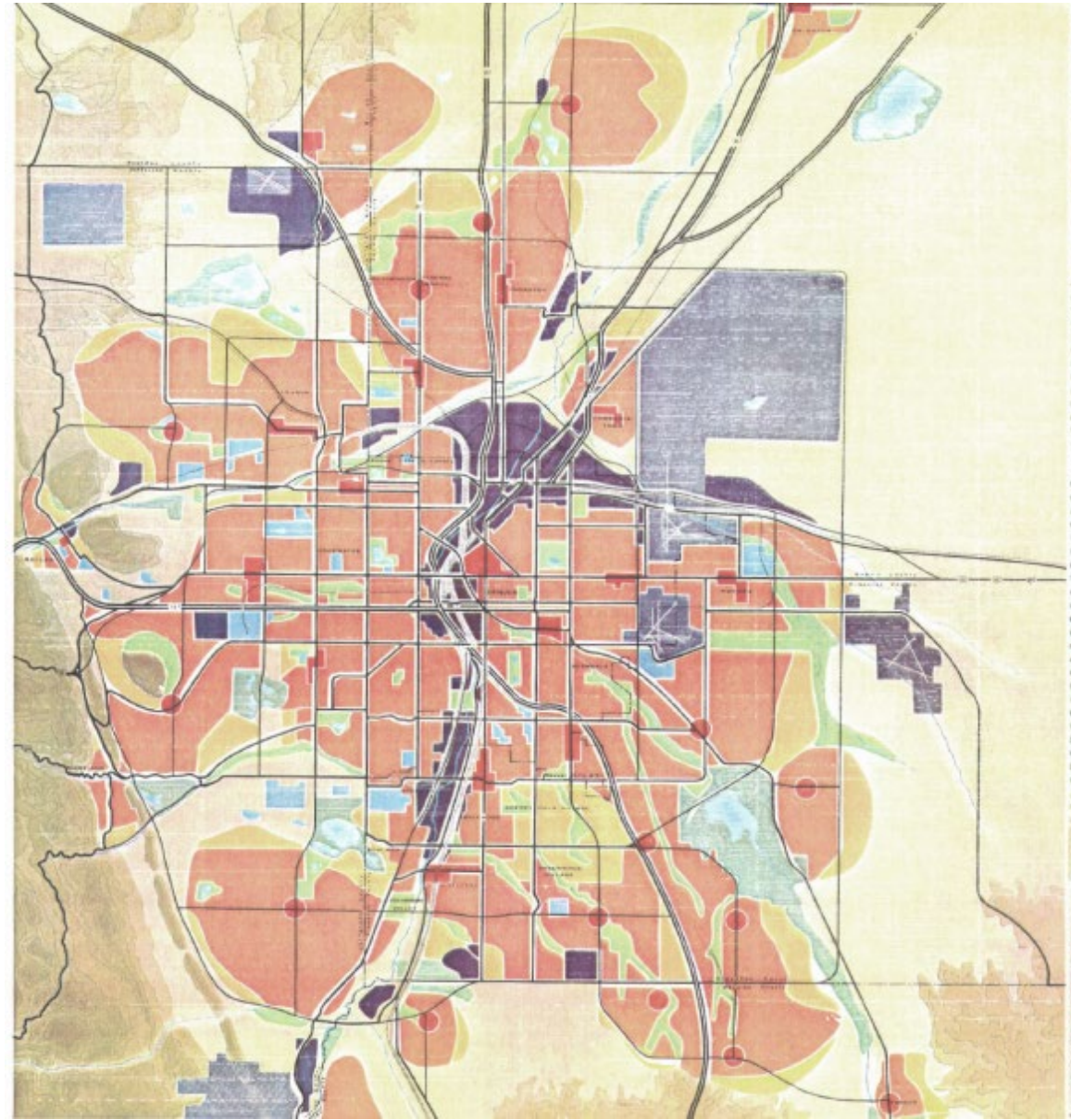
Regional history of:

- **Local planning** for activity centers, urban centers, station areas and corridors with DRCOG support.

Reassessment aim:

Examine past planning work to understand...

- What's **getting in the way** of advancing the original effort's recommendations?
- What's **changed** since the original effort that **should be accounted for**?
- Where can the local government or other stakeholders get **(re)started with implementation**?



- Technical assistance budget: \$150,000 – three projects \$50,000 each.
- DRCOG assembled a list of consultants interested in the technical assistance program (*and able to meet DRCOG contracting requirements*) and worked with local governments to match consultants to their projects.
- DRCOG contracted with the consultants to facilitate the procurement process on behalf of the three local governments. Consultants worked directly with the local governments to provide technical assistance on the reassessment projects.

TECHNICAL ASSISTANCE PROJECTS

DRCOG makes no claims, representations or warranties, express or implied, concerning the validity (express or implied), the reliability or the accuracy of the data herein, including the implied validity of any uses of such data. DRCOG shall have no liability for the data or lack thereof, or any decisions made or action not taken in reliance upon any of the data.

Arvada, Ralston Rd. Reassessment Plan

Adams County, Clear Creek Valley TOD Plan Re-Evaluation

Englewood, The Englewood Transit Station Multimodal Corridor Plan

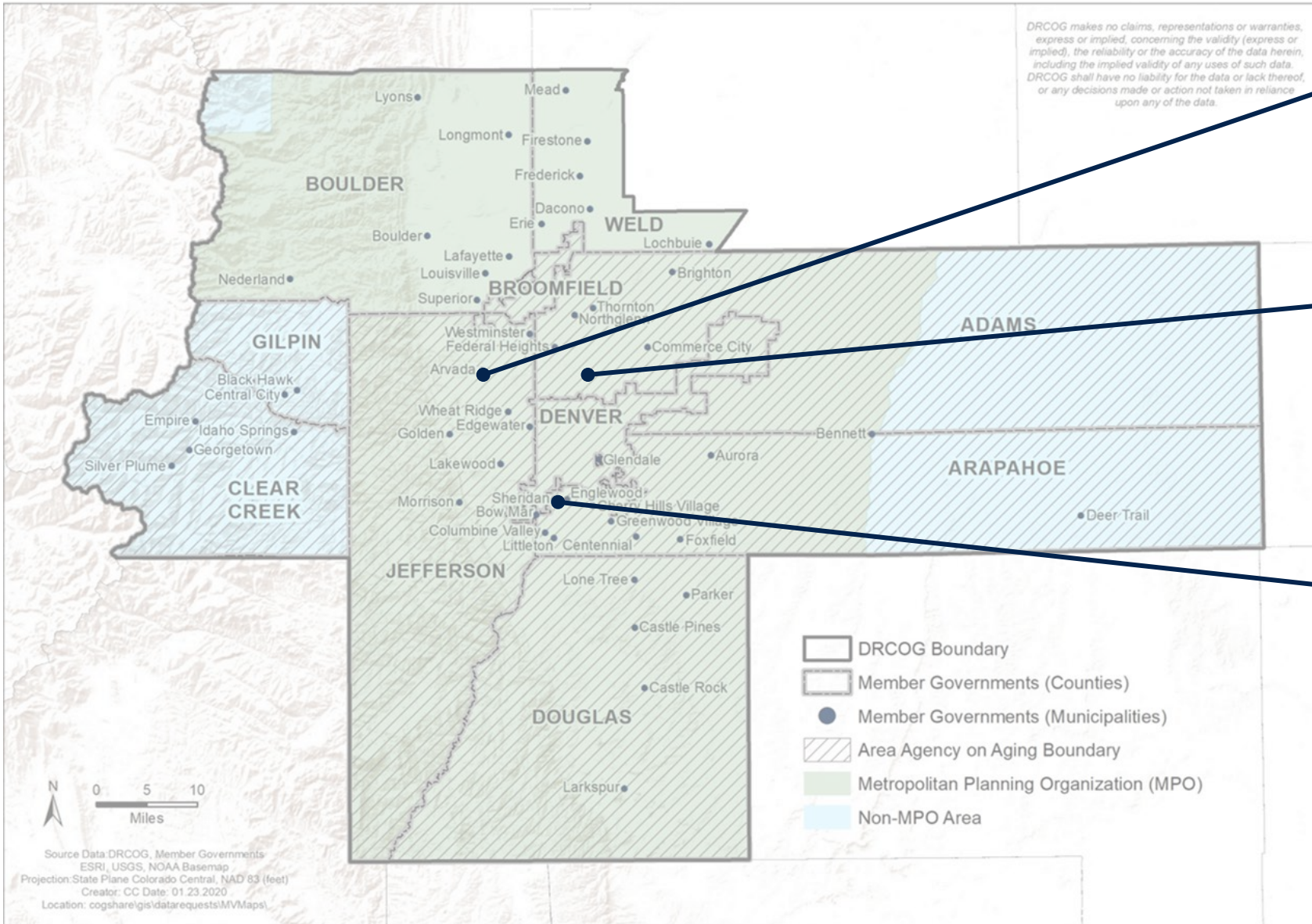
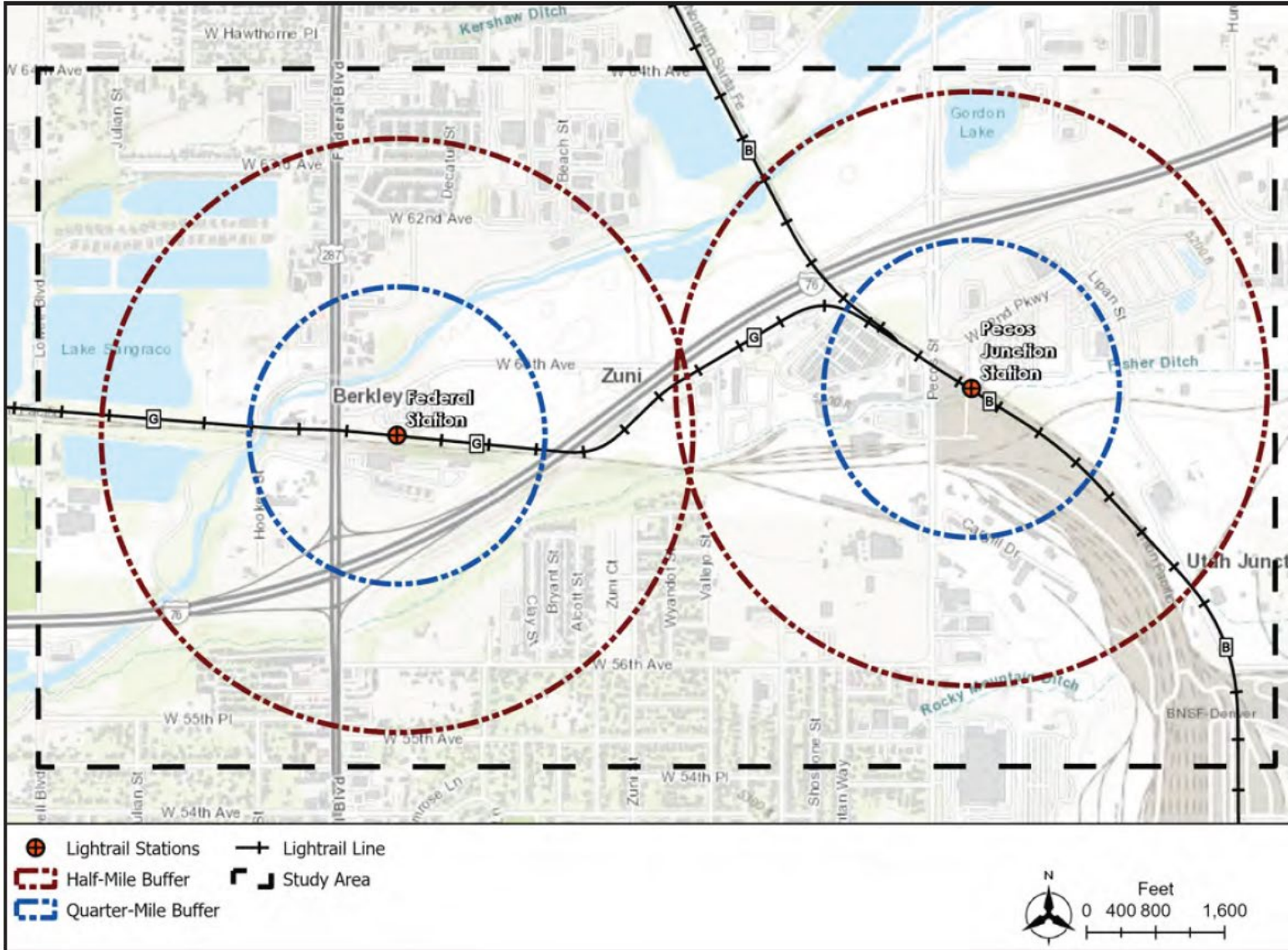


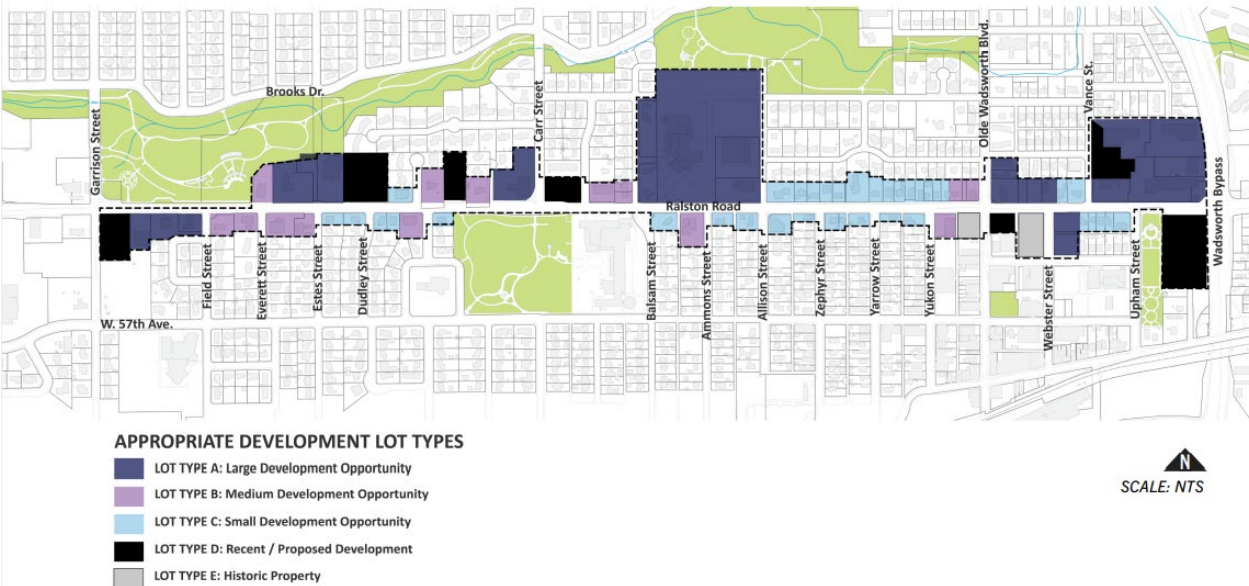
FIGURE 1: STUDY AREA



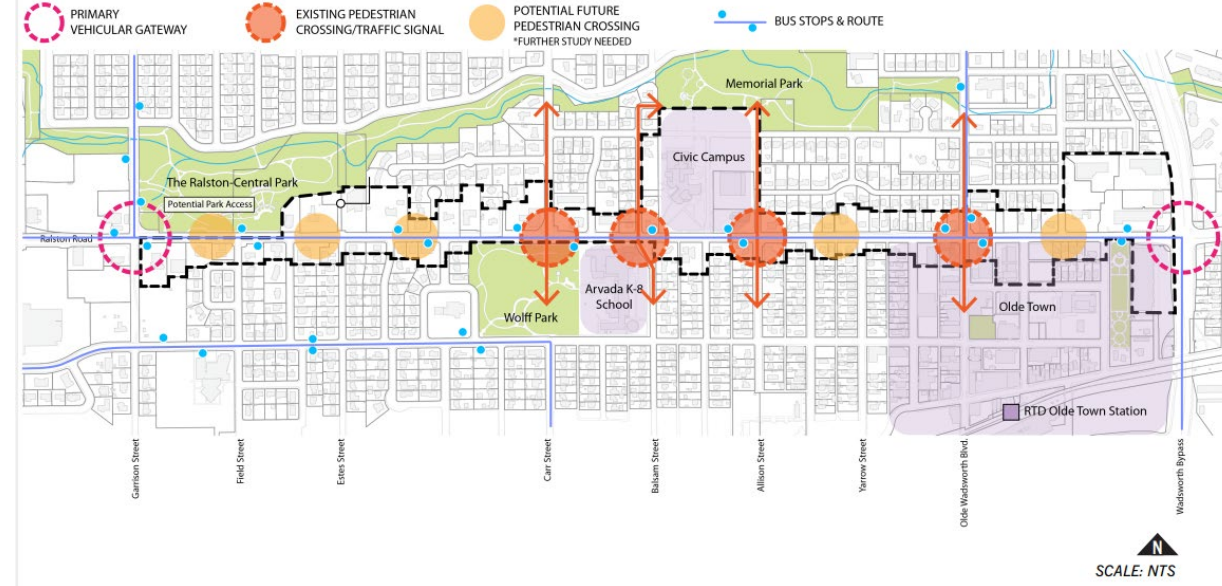
Re-evaluation of the previous Clear Creek TOD Plan, completed in 2009, to provide text for an overlay zone around 2 stations: Federal and Pecos Junction

ARVADA – RALSTON ROAD CORRIDOR REASSESSMENT

Appropriate Development Lot Types



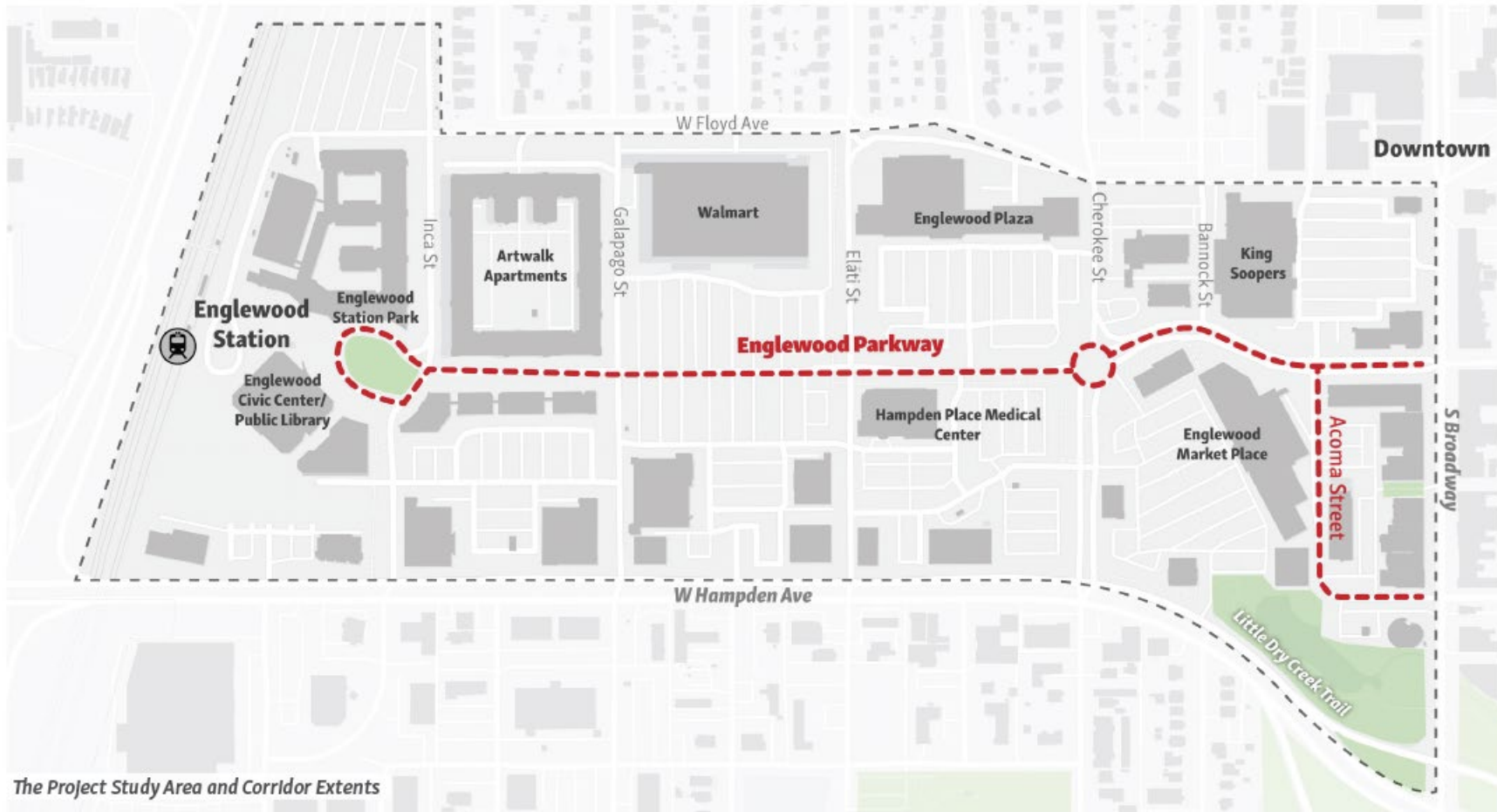
Public Realm & Pedestrian Safety Improvements



This study builds upon previous planning work and recommends strategies to help achieve the vision of a unique, pedestrian-friendly corridor that connects to Olde Town Arvada and other neighborhood and civic amenities.

The final recommendations are broken into two categories (1) **pedestrian-friendly design**; and (2) **development opportunities**.

ENGLEWOOD – MULTIMODAL CORRIDOR PLAN



The Project Study Area and Corridor Extents

Builds on past studies to identify near-term improvements and long-term vision for multimodal serving CityCenter



THANK YOU!
QUESTIONS?

Emily Daucher, Planner
Regional Planning and Development
edaucher@drcog.org
303-480-6769

Dillon McBride, Planner
Regional Planning and Development
dmcbride@drcog.org
303-480-6728

ATTACH F

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director
(303) 480-6701 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
November 15, 2023	Informational Item	13

SUBJECT

November 2023 Administrative Modifications to the *FY 2024-2027 Transportation Improvement Program*.

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is for information.

ACTION BY OTHERS

N/A

SUMMARY

Per the DRCOG Board-adopted [Policies for Transportation Improvement Program Development](#), administrative modifications to the [FY 2024-2027 Transportation Improvement Program](#) are reviewed and processed by staff. Administrative modifications represent revisions to Transportation Improvement Program projects that do not require formal action by the DRCOG Board.

After the Board is informed of the administrative modifications, the modifications are processed and posted on the [DRCOG FY 2024-2027 Transportation Improvement Program web page](#). Then they are emailed to the Transportation Improvement Program Notification List, which includes members of the Transportation Advisory Committee, the Regional Transportation Committee, project sponsors, staff of various federal and state agencies, and other interested parties.

The November 2023 administrative modifications are listed and described in the attachment. Highlighted items in the attachment depict project revisions.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

FY 2024-2027 Transportation Improvement Program Administrative Modifications (November 2023)

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at (303) 480-6701 or drex@drcog.org; or Todd Cottrell, Programming and Project Delivery Program Manager, at (303) 480-6737 or tcottrell@drcog.org.

ATTACHMENT 1

To: Chair and Members of the Board of Directors
 From: Douglas W. Rex, Executive Director
 Subject: **November 2023 Administrative Modifications to the *Fiscal Year 2024-2027 Transportation Improvement Program***
 Date: November 15, 2023

SUMMARY

- Per the Board-adopted [Policies for Transportation Improvement Program Development](#), Administrative Modifications to the [Fiscal Year 2024-2027 Transportation Improvement Program](#) are reviewed and processed by staff before being presented to the Board as an informational item. They are then emailed to the Transportation Improvement Program Notification List and posted on the [Fiscal Year 2024-2027 Transportation Improvement Program web page](#). Administrative Modifications represent minor changes to Transportation Improvement Program projects not defined as “regionally significant changes” for air quality conformity findings or per Colorado Department of Transportation definition.
- The Transportation Improvement Program Notification List includes the members of the Transportation Advisory Committee, the Regional Transportation Committee, project sponsors, staff of various federal and state agencies, and other interested parties. If you wish to be added or removed from the Transportation Improvement Program Notification List, please contact Todd Cottrell at tcottrell@drcog.org.
- The projects included in these Administrative Modifications are listed below. The attached describes these modifications, with highlighted items depicting project revisions.

PROJECTS TO BE MODIFIED

TIP ID#	Sponsor	Title	Reason for Amendment	New/Removed Funding	Internal Funding Shifts
2005-072	CDOT Region 1	US6/Wadsworth Interchange Reconstruction	Add new funding	Add \$2,898,000 in state Transportation Commission Contingency funds	None
2007-096	CDOT Region 1	Region 1 Surface Treatment Pool	Remove five completed pool projects, modify thirteen pool projects, and add one pool project	Remove \$775,000 in state Surface Treatment funds	None
2008-105	CDOT	CDOT FASTER Transit Pool	Transfer one pool project to Transit Capital Program and modify one pool project	Remove \$199,000 in state FASTER-Transit funds	None
2018-004	CDOT	Transit Capital Program (FTA 5339)	Transfer one pool project from CDOT FASTER Transit Pool	Add \$207,000 in federal Section 5339 funds	None
2020-090	Boulder	47 th /BNSF: Missing Sidewalks	Correct funding type	None	None

ATTACHMENT 1

TIP ID#	Sponsor	Title	Reason for Amendment	New/Removed Funding	Internal Funding Shifts
2024-011	RTD	Light Rail Level Boarding Feasibility Study	Shift all funding into Fiscal Year 2024	None	None

2005-072: Add \$2,898,000 in state Transportation Commission Contingency funds

Existing Project

Title: **US6/Wadsworth Interchange Reconstruction**

Project Type: **Roadway Capacity**

TIP-ID: **2005-072**

STIP-ID: **SDR7066**

Open to Public: **2025**

Sponsor: **CDOT Region 1**

Project Scope

Phase I: Begin environmental assessment for Wadsworth Blvd (SH-121) from 4th Ave to 13th Ave including US-6 interchange reconstruction [\$500,000 of STP-Metro funds in FY 2005 and \$6 million of RPP funds in FY2006]
 Phase II: Replace US-6 and Wadsworth Blvd interchange including improvements and widening to Wadsworth Blvd [\$17.5 million of RPP funds in FY 2010 for design and right-of-way].
 The Legislative funding in FY 2022-2024 will cover ROW, utilities, final design and construction to completely reconstruct the interchange including improved traffic turning movements, noise walls, permanent water quality improvements, and enhanced bicycle and pedestrian facilities.



Affected Municipality(ies)	Affected County(ies)
Lakewood	Jefferson

Performance Measures	
<input checked="" type="checkbox"/>	Bridge Condition
<input checked="" type="checkbox"/>	Congestion
<input type="checkbox"/>	Freight Reliability
<input type="checkbox"/>	Pavement Condition
<input checked="" type="checkbox"/>	Safety
<input type="checkbox"/>	Transit Assets
<input type="checkbox"/>	Transit Safety
<input type="checkbox"/>	Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (FASTER-B)		\$0	\$0	\$8,000	\$12,000		
State (Leg)		\$10,000	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$92,000	\$10,000	\$0	\$8,000	\$12,000	\$0	\$122,000

Revised Funding Table

Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (FASTER-B)		\$0	\$0	\$8,000	\$12,000		
State (Leg)		\$10,000	\$0	\$0	\$0		
State (TCC)		\$2,898	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$92,000	\$12,898	\$0	\$8,000	\$12,000	\$0	\$124,898

2007-096: Remove five completed pool projects, modify thirteen pool projects, add one pool project, and remove \$775,000 in state Surface Treatment funds

Existing Project

Title: **Region 1 Surface Treatment Pool**

Project Type: **Roadway Reconstruction**

TIP-ID: **2007-096**

STIP-ID: **SR15215**

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

Projects in CDOT Region 1 to be approved for Pool Funding by Region 1 Director.



Affected County(ies)
Adams
Arapahoe
Broomfield
Denver
Douglas
Jefferson

Performance Measures
<input type="checkbox"/> Bridge Condition
<input type="checkbox"/> Congestion
<input type="checkbox"/> Freight Reliability
<input checked="" type="checkbox"/> Pavement Condition
<input type="checkbox"/> Safety
<input type="checkbox"/> Transit Assets
<input type="checkbox"/> Transit Safety
<input type="checkbox"/> Travel Time Reliability

All pool project funding depicts federal and/or state funding only.

Agency/Project Name	Notes	Cost (1,000s)	Agency/Project Name (Cont)	Notes	Cost (1,000s)	Agency/Project Name (Cont)	Notes	Cost (1,000s)
SH-88 (Federal Blvd)	Alameda Ave to Louisiana Ave	\$3,000	SH-72	I-70 to Indiana St	\$4,000	US85	Florida to I25	\$3,000
US-85	H. Ranch Pkwy to C-470	\$3,000	US-40	MP 252 to I-70	\$7,000	US287	Evergreen DT to Cold Springs Gulch	\$7,200
I-70	Floyd Hill to Chief Hosa	\$18,000	SH-391	Hampden Ave to Jewell Ave	\$4,000	US285	Federal to Dahlia	\$10,800
SH-88	Woodlands Blvd to IREA Access	\$8,000	US-287	I-70 to 92nd Ave	\$6,600	I25	CO83 to Mississippi	\$6,300
SH-7	I-25 to US-85	\$8,000	SH-265	I-70 to US-6	\$4,600	US6	19th to Colfax	\$6,500
I-76	York St to Dahlia St	\$21,000	SH-8	Soda Lakes Rd to Bear Creek Blvd	\$1,000	I25	23rd to 44th	\$12,300
US-85	I-76 to 124th Ave	\$4,000	SH-83	Stroh Rd to Hilltop Rd	\$8,300	Alameda	Bryant to I25	\$3,500
SH-224	I-25 to US-6	\$5,000	Design	Various Locations	\$2,000	CO88	W Asbury to W Belleview	\$9,000
SH-2	MLK Blvd to US-6	\$3,000	I76	Emergency Repair	\$782	CO72	I70 to W 52nd	\$5,000
SH-93	US-6/SH-68 to 58th Ave	\$4,000	I70	MP 215.7 to MP 221	\$9,200	CO121	4th to 37th	\$5,100

Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Surface)		\$40,157	\$33,364	\$42,823	\$42,823		
Local		\$0	\$0	\$0	\$0		
Total	\$16,782	\$40,157	\$33,364	\$42,823	\$42,823	\$0	\$175,949

Highlighted projects to be removed.

Revised Project Listing and Funding Table

Agency/Project Name	Notes	Cost (1,000s)	Agency/Project Name (Cont)	Notes	Cost (1,000s)	Agency/Project Name (Cont)	Notes	Cost (1,000s)
CO88 (Federal Blvd)	Alameda Ave to Louisiana Ave	\$8,500	US287	I70 to 92nd Ave	\$10,100	CO83	MP 70.9 to Mississippi	\$8,300
US-85	H. Ranch Pkwy to C-470	\$3,000	SH-265	I-70 to US-6	\$4,600	US6	19th to Colfax	\$6,500
CO86	Woodlands Blvd to IREA Access	\$2,500	CO8	Soda Lakes Rd to McIntyre St	\$1,000	I25	MP 208 to 44th	\$12,300
CO7	I25 to US85	\$13,200	Design	Various Locations	\$2,000	Alameda	Bryant to S Lipan St	\$3,500
I76	York St to Dahlia St	\$19,800	I76	Emergency Repair	\$782	CO88	W Asbury to W Belleview	\$9,000
US85	I76 to 124th Ave	\$8,100	I70	MP 215.7 to MP 231	\$9,800	CO72	I70 to W 52nd	\$5,000
SH-224	I-25 to US-6	\$5,000	US85	Florida to I25	\$3,000	CO121	4th to 37th	\$5,100
US40	MP 252 to I70	\$12,000	CO74	Evergreen DT to Cold Springs Gulch	\$7,200	Maintenance	Various Locations	\$2,000
SH-391	Hampden Ave to Jewell Ave	\$4,000	US285	Federal to Dahlia	\$10,800			

Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Surface)		\$40,157	\$33,364	\$42,187	\$42,684		
Local		\$0	\$0	\$0	\$0		
Total	\$16,782	\$40,157	\$33,364	\$42,187	\$42,684	\$0	\$175,174

2008-105: Transfer one pool project to Transit Capital Program, modify one pool project, and remove \$199,000 in state FASTER-Transit funds

Existing Project

Title: **CDOT FASTER Transit Pool**

Project Type: **Transit Operational Improvements**

TIP-ID: **2008-105**

STIP-ID: **SR17004**

Open to Public:

Sponsor: **CDOT**

Project Scope
Pool contains CDOT transit-related projects based on the FASTER Transit program (Colorado Senate Bill 108).



Affected County(ies)
Regional

Performance Measures	
<input type="checkbox"/>	Bridge Condition
<input checked="" type="checkbox"/>	Congestion
<input type="checkbox"/>	Freight Reliability
<input type="checkbox"/>	Pavement Condition
<input checked="" type="checkbox"/>	Safety
<input checked="" type="checkbox"/>	Transit Assets
<input checked="" type="checkbox"/>	Transit Safety
<input type="checkbox"/>	Travel Time Reliability

All pool project funding depicts federal and/or state funding only.

Agency/Project Name	Notes	Cost (1,000s)	Agency/Project Name (Cont)	Notes	Cost (1,000s)	Agency/Project Name (Cont)	Notes	Cost (1,000s)
RTD	East Colfax/15L Transit Enhancements Project	\$770	VIA	Bus Cameras (FY21)	\$151	Boulder	3 Replacement Buses (FY23)	\$938
RTD	Mineral PnR Bridge Rehab (FY17)	\$57	DRCOG	HST/FASTER Set-Aside (See TIP-ID 2020-079)	\$0	VIA	Equipment (FY23)	\$278
RTD	Thornton PnR Passenger Amenities (FY17)	\$308	VIA	Facility Security Improvements (FY23)	\$120	VIA	Construction (FY23)	\$96
RTD	US-36 and Sheridan PnR (FY18)	\$1,500	RTD	East Metro Roof Replacement (FY23)	\$3,171	VIA	Maintenance Equipment (FY24)	\$71
RTD	Bus Replacements (FY20)	\$2,000	RTD	District Shops Hoist Replacement (FY23)	\$2,929	VIA	Facility Design (FY24)	\$96
Boulder	Vehicle Replacement (FY21)	\$323	VIA	2 Replacement Vans (FY23)	\$158	VIA	Software Equipment (FY24)	\$207

Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Faster-T)		\$7,690	\$3,216	\$3,000	\$3,000		
Local		\$1,094	\$804	\$750	\$750		
Total	\$6,913	\$8,784	\$4,020	\$3,750	\$3,750	\$0	\$27,217

Highlighted project to be removed.

Revised Project Listing and Funding Table

Agency/Project Name	Notes	Cost (1,000s)	Agency/Project Name (Cont)	Notes	Cost (1,000s)	Agency/Project Name (Cont)	Notes	Cost (1,000s)
RTD	East Colfax/15L Transit Enhancements Project	\$770	VIA	Bus Cameras (FY21)	\$151	Boulder	3 Replacement Buses (FY23)	\$938
RTD	Mineral PnR Bridge Rehab (FY17)	\$57	DRCOG	HST/FASTER Set-Aside (See TIP-ID 2020-079)	\$0	VIA	Equipment (FY23)	\$278
RTD	Thornton PnR Passenger Amenities (FY17)	\$308	VIA	Facility Security Improvements (FY23)	\$120	VIA	Construction (FY23)	\$98
RTD	US-38 and Sheridan PnR (FY18)	\$1,500	RTD	East Metro Roof Replacement (FY23)	\$3,171	VIA	Maintenance Equipment (FY24)	\$71
RTD	Bus Replacements (FY20)	\$2,000	RTD	District Shops Hoist Replacement (FY23)	\$2,929	VIA	Facility Design (FY24)	\$98
Boulder	Vehicle Replacement (FY21)	\$323	VIA	2 Replacement Vans (FY23)	\$168			

Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Faster-T)		\$7,483	\$3,216	\$3,000	\$3,000		
Local		\$1,042	\$804	\$750	\$750		
Total	\$6,924	\$8,525	\$4,020	\$3,750	\$3,750	\$0	\$26,969

2018-004: Transfer one pool project from CDOT FASTER Transit Pool and add \$207,000 in federal Section 5339 funds

Existing Project

Title: **Transit Capital Program (FTA 5339)**

Project Type: **Transit Vehicles**

TIP-ID: **2018-004**

STIP-ID:

Open to Public:

Sponsor: **CDOT**

Project Scope

Expends 5339 grant funds on capital transit for urbanized areas.



Affected County(ies)
Regional

Performance Measures	
<input type="checkbox"/>	Bridge Condition
<input checked="" type="checkbox"/>	Congestion
<input type="checkbox"/>	Freight Reliability
<input type="checkbox"/>	Pavement Condition
<input type="checkbox"/>	Safety
<input checked="" type="checkbox"/>	Transit Assets
<input checked="" type="checkbox"/>	Transit Safety
<input type="checkbox"/>	Travel Time Reliability

All pool project funding depicts federal and/or state funding only.

Agency/Project Name	Notes	Cost (1,000s)	Agency/Project Name (Cont)	Notes	Cost (1,000s)	Agency/Project Name (Cont)	Notes	Cost (1,000s)
VIA	2 Vehicle Replacements (FY21 Small Urban)	\$180	VIA	2 Vehicle Expansion (FY23)	\$303	VIA	Diesel Bus Replacement (FY24)	\$118
VIA	9 Vehicle Replacements (FY23)	\$728	VIA	9 Van Replacements (FY24)	\$610	VIA	2 Bus Expansion (FY24)	\$303

Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
Federal (5339)		\$1,031	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$258	\$0	\$0	\$0		
Total	\$2,773	\$1,289	\$0	\$0	\$0	\$0	\$4,062

Revised Project Listing and Funding Table

Agency/Project Name	Notes	Cost (1,000s)	Agency/Project Name (Cont)	Notes	Cost (1,000s)	Agency/Project Name (Cont)	Notes	Cost (1,000s)
VIA	2 Vehicle Replacements (FY21 Small Urban)	\$180	VIA	9 Van Replacements (FY24)	\$610	VIA	Software Improvements (FY24)	\$207
VIA	9 Vehicle Replacements (FY23)	\$728	VIA	Diesel Bus Replacement (FY24)	\$118			
VIA	2 Vehicle Expansion (FY23)	\$303	VIA	2 Bus Expansion (FY24)	\$303			

Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
Federal (5339)		\$1,238	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$310	\$0	\$0	\$0		
Total	\$2,773	\$1,548	\$0	\$0	\$0	\$0	\$4,321

2020-090: Correct funding type from Denver Regional Council of Governments - Transportation Alternatives to Colorado Department of Transportation - Transportation Alternatives

Existing Project

Title: **47th/BNSF: Missing Sidewalks**

Project Type: **Active Transportation**

TIP-ID: **2020-090**

STIP-ID:

Open to Public: **2024**

Sponsor: **Boulder**

Project Scope
Construct missing sidewalks on 47th St. north and south of the BNSF railroad crossing. Project uses CDOT-allocated TA funding.



Affected Municipality(ies)	Affected County(ies)
Boulder	Boulder

Performance Measures	
<input type="checkbox"/>	Bridge Condition
<input type="checkbox"/>	Congestion
<input type="checkbox"/>	Freight Reliability
<input type="checkbox"/>	Pavement Condition
<input checked="" type="checkbox"/>	Safety
<input type="checkbox"/>	Transit Assets
<input type="checkbox"/>	Transit Safety
<input type="checkbox"/>	Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
Federal (TA-DRCOG)		\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$636	\$0	\$0	\$0	\$0	\$0	\$636

Revised Funding Table

Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
Federal (TA-CDOT)		\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$636	\$0	\$0	\$0	\$0	\$0	\$636

2024-011: Shift all funding into Fiscal Year 2024

Existing Project

Title: **Light Rail Level Boarding Feasibility Study**

Project Type: **Study**

TIP-ID: **2024-011**

STIP-ID:

Open to Public:

Sponsor: **RTD**

Project Scope

Best practices review, existing conditions assessment, fleet transition plan, and implementation roadmap for transitioning to accessible level-boarding at light rail stations.



Affected County(ies)
Regional

Project Phases	
Year	Phase
2024	Initiate Study
2025	Initiate Study

Performance Measures	
<input type="checkbox"/>	Bridge Condition
<input type="checkbox"/>	Congestion
<input type="checkbox"/>	Freight Reliability
<input type="checkbox"/>	Pavement Condition
<input checked="" type="checkbox"/>	Safety
<input checked="" type="checkbox"/>	Transit Assets
<input checked="" type="checkbox"/>	Transit Safety
<input type="checkbox"/>	Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
Federal (STBG)		\$800	\$400	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$200	\$100	\$0	\$0		
Total	\$0	\$1,000	\$500	\$0	\$0	\$0	\$1,500

Revised Funding Table

Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
Federal (STBG)		\$1,200	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$300	\$0	\$0	\$0		
Total	\$0	\$1,500	\$0	\$0	\$0	\$0	\$1,500

ATTACH G

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director
(303) 480-6701 or drex@drcoq.org

Meeting Date	Agenda Category	Agenda Item #
November 15, 2023	Informational Item	14

SUBJECT

This item concerns transmittal of the *Draft 2024 Policy Statement on State Legislative Issues*.

PROPOSED ACTION/RECOMMENDATIONS

No action is requested. This item is provided for information only.

ACTION BY OTHERS

N/A

SUMMARY

Each year, the Board adopts two policy statements on a range of specific state and federal legislative issues. These documents provide the DRCOG Board, staff and lobbyists with policy direction on legislative issues during the coming year.

The *Draft 2024 Policy Statement on State Legislative Issues* is provided now to give Board members and their staff sufficient time to review its contents before the Board considers and acts on the document at its December 20, 2023 meeting. If you have suggested changes to the draft, you are encouraged to contact staff prior to December 6, 2023.

Staff proposed changes to the policy statement primarily update existing language to better reflect the current status of DRCOG programs. This year, that includes the addition of policy statements to the Regional Planning section primarily related to housing and comprehensive plans, and the addition of a policy statement in the Transportation Demand Management subsection regarding employer incentives for eco-friendly commute options.

Also note the attached Legislative Principle Statement. It lays out the Board's general guidelines for the types of issues to be considered for positions. These particularly focus on issues with a specific significance to the Denver region; a unique effect upon local governments in this region; or a specific effect on DRCOG.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

1. Legislative Principle Statement
2. Draft 2024 Policy Statement on State Legislative Issues (with track changes)

ADDITIONAL INFORMATION

Should you have any questions regarding the draft policy statement, please contact Douglas W. Rex, Executive Director, at (303) 480-6701, or drex@drcog.org; or Rich Mauro, Senior Legislative and Policy Analyst, at (303) 480-6778 or rmauro@drcog.org.

PRINCIPLES GUIDING DRCOG LEGISLATIVE POSITIONS

**As adopted by the DRCOG Board of Directors December 1982
And revised February 17, 1988, January 16, 1991, January 17, 2001,
and January 18, 2023**

The Denver Regional Council of Governments' federal and state Legislative Program is defined by the character of the Denver region and the concerns of its local governments. The Denver region constitutes a unique area as distinguished from the rest of the state because its member governments comprise a large and highly urbanized population.

In the Denver region, the regional council, organized as a voluntary association of county and municipal governments, is the only regional spokesman for these entities. Due to DRCOG's regional character and local government orientation, the council is the appropriate forum for regionally focused legislative activity.

This self-imposed limitation to regional issues is reinforced by the activities of three other organizations, the Colorado Municipal League (CML) and Colorado Counties, Inc. (CCI), and Counties & Commissioners Acting Together (CCAT). As statewide associations of municipal and county governments respectively, their interests are correspondingly broad. As a consequence, they address the entire range of local government issues before the state legislature, state executive and regulatory agencies, and the federal government. Both associations generally avoid issues that are unique to an individual community or region.

In addition to regional issues, DRCOG is concerned with issues that affect the organization or its programs. The organization assumes the responsibility for identifying and promoting the regional interest in its various fields of planning and management to state and federal legislative and administrative bodies.

It is not the policy of the Legislative Program to address all legislative/administrative issues of interest to local governments generally. Support of or opposition to a bill or legislative funding measure will be given, and be subject to reassessment, according to the bill's or measure's consistency with DRCOG's adopted principles, policies and plans. Where appropriate, DRCOG will strive to collaborate with other organizations representing local government(s), such as CCAT, CCI and CML.

DRCOG's legislative activity generally will be focused on the following types of issues:

- 1. Proposals that affect DRCOG as an agency or which would affect one or more of its programs.**
2. Proposals of special significance to the Denver region.
3. Proposals that would have a unique effect upon local governments in this region.

POLICY STATEMENT ON STATE LEGISLATIVE ISSUES 2023

INTRODUCTION

This paper outlines the key state policy issues of the Denver Regional Council of Governments (DRCOG).

It identifies policy positions intended to inform the General Assembly, state executive branch officials and others as they develop and implement state policy on these issues. This policy statement guides state legislative positions and actions taken by the DRCOG Board, its staff and members during the coming year.

DRCOG is a membership organization of local elected officials representing 48 municipalities and nine counties in the Denver metro area. Under federal law, DRCOG serves as the metropolitan planning organization (MPO) coordinating transportation planning with air quality goals and serves as the Area Agency on Aging in eight counties to aid the 60-plus population. Under state statutes DRCOG, as the regional planning commission, prepares and adopts a regional plan for the metro area and has regional responsibility for oversight of transit projects and certain state-sponsored and private toll-road projects.

As the designated council of governments, regional planning commission, area agency on aging, and metropolitan planning organization for the Denver region, DRCOG recognizes the important role it plays in building and maintaining an equitable region where all residents and communities can thrive. DRCOG acknowledges its role in ensuring our region remains a diverse network of vibrant, connected, lifelong communities.

REGIONAL PLANNING & DEVELOPMENT

Regional growth and development is of significant concern for metro area residents, policymakers and community leaders. The counties and municipalities of the Denver region have been advancing a shared aspirational vision of the future of the metro area for more than 60 years. Working together to make life better for our communities and residents, that vision has taken various forms over the years— most recently as a regional plan known as Metro Vision.

Metro Vision fulfills DRCOG's statutory duty to make and adopt a regional plan for the physical development of the region's territory. The plan remains advisory for a local jurisdiction unless its planning commission chooses to adopt it as its official advisory plan under Colorado Revised Statutes 30-28-106(2). The current Metro Vision plan was most recently adopted by DRCOG's board of directors on May 15, 2019.

Metro Vision guides DRCOG's work and establishes shared expectations with our region's many and various planning partners. The plan outlines broad outcomes,



objectives and initiatives established by the DRCOG board to make life better for the region's residents. Metro Vision is aspirational and long-range in focus, but it has historically served to inform nearer-term policies and initiatives.

The DRCOG board of directors recognizes that the success of the Metro Vision plan requires the coordinated efforts of local, state and federal governments; the business community; and other planning partners, including philanthropic and not-for-profit organizations.

DRCOG supports those efforts that contribute to the achievement of Metro Vision's regional outcomes and encourages state and regional entities to align their policies and investment decisions with Metro Vision and other regional agreements to advance shared objectives.

Metro Vision establishes 14 interrelated aspirational outcomes, which describe a future that DRCOG, local governments and its partners will work toward together. DRCOG may support or oppose legislative proposals based on their potential to impact the region's ability to achieve these outcomes and the associated performance measures, targets and action elements.

These Metro Vision outcomes are as follows:

Outcomes – An efficient and predictable development pattern

- The region is comprised of diverse, livable communities.
- Through a coordinated effort between DRCOG and local communities, new urban development occurs in an orderly and compact pattern within regionally designated areas.
- Connected urban centers and multimodal corridors throughout the region accommodate a growing share of the region's housing and employment.

Outcomes – A connected multimodal region

- The regional transportation system is well- connected and serves all modes of travel.
- The transportation system is safe, reliable and well-maintained.

Outcomes – A safe and resilient natural and built environment

- The region has clean water and air, and lower greenhouse gas emissions.
- The region values, protects and connects people to its diverse natural resource areas, open space, parks and trails.
- The region's working agricultural lands and activities contribute to a strong regional food system.
- The risk and effects of natural and human-created hazards is reduced.



Outcomes – Healthy, inclusive and livable communities

- The built and natural environment supports healthy and active choices.
- The region’s residents have expanded connections to health services.
- Diverse housing options meet the needs of residents of all ages, incomes and abilities.

Outcomes – A vibrant regional economy

- All residents have access to a range of transportation, employment, commerce, housing, educational, cultural and recreational opportunities.
- Investments in infrastructure and amenities allow people and businesses to thrive and prosper.

Metro Vision also includes numerous objectives and strategic initiatives that identify areas for continuous improvements and specific voluntary opportunities that DRCOG and our many partners can consider. To help track the region’s progress toward our shared outcomes, the plan establishes a series of regional performance measures.

More information on the Metro Vision plan, including objectives and performance measures that may inform DRCOG’s position on legislative proposals can be found on the DRCOG website (metrovision.drcog.org).

Transit-oriented development

The residents of the Denver metro area have made a significant financial commitment to expand the region’s rapid transit system. To maximize the benefit of this investment, the areas surrounding existing and future transit stations should be developed or redeveloped to include appropriate higher-density, mixed-use, pedestrian- and bicycle-oriented development that supports transit use.

DRCOG supports legislative initiatives that foster transit-oriented development. DRCOG also supports initiatives that a) provide the Regional Transportation District (RTD) and local jurisdictions with the ability to manage parking facilities using best practices that help the region reduce vehicle miles traveled (VMT); b) local infrastructure investment support; c) expand the ability of RTD and local jurisdictions to enter into joint-development agreements; and d) protect local authority to use tax-increment financing to leverage development in areas around transit stations.

Local land use authority and planning

Local comprehensive/master plans provide a framework for the exercise of local land use authority. They form the basis for local growth and development decisions. [Local governments analyze and consider interrelated factors and decisions with extensive](#)



resident and business engagement to find consensus on local vision and goals.

DRCOG supports the use of comprehensive/master plans as the foundation for local land use decision-making.

DRCOG encourages the General Assembly to address statutes enabling local comprehensive/master plans so that local governments can integrate considerations related to issues of statewide concern comprehensively alongside interrelated issues before overriding local land use decision-making.

Private property rights

DRCOG respects private property rights within a legal context that protects local land use authority and emphasizes that governmental actions often add value to private property. While acknowledging that there are concerns over a potential for inappropriate uses of that authority, DRCOG believes that U.S. Supreme Court decisions defining constitutional restrictions on local government regulation of private property are adequate to protect both public and private rights. When these restrictions are coupled with established precedents of the Colorado Supreme Court, protections accorded to landowners are reasonable, appropriate and balanced.

DRCOG opposes further restrictions on the ability of governmental entities to regulate private property for the benefit of the public and opposes takings and eminent domain legislation that goes beyond the existing rulings of the U.S. Supreme Court and the Colorado Supreme Court as an attempt to unconstitutionally restrict local land use authority.

Planning data and technical support

DRCOG recognizes the importance of unbiased, reliable and consistent data in effective local and regional planning and decision-making. DRCOG also collaborates with the state to provide a variety of planning and technical assistance services to small communities.

DRCOG encourages the General Assembly and state agencies to further support efforts that would provide local governments with planning tools, technical assistance and other resources needed to enhance local and regional decision-making.

DRCOG supports legislation that ensures readily available access to public data sets, including digital data, for use in planning analysis.

Housing

An adequate supply and mix of housing options continues to be a concern of local



governments. Housing choices allow individuals and families to find desirable housing that is affordable and accessible in communities throughout the region, allowing them to stay in their community of choice as their economic or life circumstances change. A range of housing options across the region benefits both individuals and families and can improve the economic vitality and diversity of local communities.

DRCOG supports the following principles pertaining to the quality, quantity and affordability of housing in the Denver metro area:

- Policies and programs that support the private and public sectors in the creation and maintenance of an adequate supply of affordable rental and ownership options and providing a variety of housing sizes and types integrated with the community to meet the needs of people of all ages, incomes, and abilities.
- Regional approaches to addressing the affordable housing issue that incentivize local efforts, particularly as they relate to preservation of existing affordable housing stock.
- An adequate supply of permanently affordable housing located near job and transit hubs and continued public- and private-sector support for such an effort.
- Increased opportunities for diverse housing accessible by multimodal transportation to meet regional housing needs in connection with the regional multimodal transportation system.
- Collaboration between localities and regional entities to meet local housing needs in a regional context.
- Increased state financial support for loan and grant programs for low- and moderate-income housing, including associated supportive services and programs that promote wellness, stability and access to opportunity.
- Collaboration among public and private entities, including efforts to develop loan programs and address the jobs-housing connections.
- Renters and homeowners (including manufactured home owners) have appropriate protections from discrimination and displacement. Policies should emphasize the rights of residents and minimize disparities in treatment under the law.
- Actions to provide more accessible and obtainable housing options for seniors.



TRANSPORTATION PLANNING

Federal and state laws and regulations establish a critical role for the metropolitan planning organization (MPO) in the transportation planning process. Congress has emphasized the importance of local government involvement, through the designated regional planning agency, in selecting projects and prioritizing funding for transportation.

DRCOG supports the process established between DRCOG, the Regional Transportation District (RTD) and the Colorado Department of Transportation (CDOT) to address the following issues before final adoption of the Statewide Transportation Plan and will evaluate state legislative and administrative actions for consistency with this process, including:

- The fair and equitable distribution of estimated future transportation revenues and the range of certainty regarding estimated funding allocations.
- Rules and criteria for determining regional transportation project selection, including system preservation projects and immediate and future transportation priorities based on the Regional Transportation Plan.
- A dispute-resolution process to mediate disputes related to these requirements.

The synergy between transportation and land use affects the region's growth and development, use of transportation facilities and environmental quality. A coordinated approach between the state and regional transportation systems' planning efforts and local project development is crucial to ensure environmental compatibility, efficient system performance and cost-effective solutions. Although individual local governments can take actions to address these issues in their own jurisdictions, a regional approach to addressing them also is necessary.

DRCOG supports early and frequent consultations between state, regional and local agencies to coordinate regionwide system and project planning efforts, as well as to coordinate transportation, land use and air quality planning efforts and will evaluate state legislative and administrative actions for consistency with this policy.

Role of the MPO

The interdependence of transportation systems in metropolitan areas, particularly in the context of population growth and its demands on resources, necessitates a regional approach to transportation problem solving. As the MPO for the Denver metro area, DRCOG is responsible for planning, prioritizing and programming investments in the regional multimodal transportation system.

The role of the MPO and the importance of cooperation among transportation agencies are recognized in federal law and regulation. The MPO serves as the forum for collaborative decision-making on regional transportation issues and brings together



decision-makers from local governments, other regional agencies and state transportation agencies to consider strategic and innovative solutions. The critical role of the MPO needs to be recognized and supported at the state level.

DRCOG supports the following principles with regard to the role of the MPO:

- Transportation planning that is coordinated between DRCOG, CDOT, RTD and local communities, with each participating transportation agency's plan recognizing the region's priorities in the context of statewide transportation priorities.
- A strong role for MPOs placing them on equal footing with CDOT and regional transit agencies in selecting projects to be funded consistent with regional transportation plans to ensure that local, regional and state transportation needs are addressed in a coordinated and cooperative manner.
- Legislation that reinforces collaboration between state and regional transportation agencies and recognizes their respective roles, responsibilities and interests.
- Legislation to ensure that representation on the Transportation Commission reflects approximately equal populations based on the most recent population census.

Transportation financing

The region's long-term viability requires a built environment that includes effective and convenient transportation options that keep pace with growth and address the region's transportation, economic, and quality of life objectives. Colorado and the metro area need a revenue system that is reliable and sufficient to maintain the existing transportation system in good condition and to invest in the system to keep pace with population growth. Thus, enhancements to existing revenue sources and the enactment of new revenue sources are necessary.

DRCOG supports the following principles and actions to meet transportation financing needs:

- Increase funding for transportation to preserve the system, mitigate congestion, improve safety, and provide multi-modal options for people of all ages, incomes and abilities.
- Allocate additional state funds to support transit services within and among communities in the DRCOG area.
- Reduce or eliminate off-the-top appropriations from the Highway Users Tax Fund.
- Allocate federal and state funds to achieve funding equity statewide based on justified needs (system preservation, congestion and multimodal options) and contribution to overall revenues.
- Re-examine state formulas and procedures to ensure an adequate amount of federal and state funds are made available to urbanized and metropolitan areas to relieve congestion, increase safety, and achieve and maintain air quality standards.



- Provide an appropriate share of new or increased revenues back to local governments.
- Protect and expand the authority of regions to implement regional financing tools.
- Consider alternative revenue and financing mechanisms, such as road usage charges, and, under certain circumstances, tolling and congestion pricing of existing roadways.
- Consider the effects of land use decisions on transportation infrastructure needs.
- Where appropriate, support the use of managed lanes, including tolled express lanes, to help drivers reliably anticipate travel time on major corridors in the Denver metropolitan area. Retain the requirement that any road, highway or tolled lane within or affecting the Denver metro area be reviewed and approved by the DRCOG board for inclusion in the fiscally constrained regional transportation plan. Ensure toll receipts remain in the regional highway system that is being tolled.
- Allow toll receipts to be used for multimodal improvements and accumulated for system reconstruction.
- Consider revising the responsibilities for maintenance and supervision of the non-National Highway System portions of the current state highway system, subject to the condition that any devolution to local governments be accompanied by the funding necessary to avoid unfunded mandates and pursuant to review by, and consent of, affected local and regional agencies.

Multimodal transportation

Efforts to address transportation needs in the region must draw upon an array of transportation modes to reduce single-occupant vehicle trips and to provide a variety of transportation choices. DRCOG strongly believes multimodal travel options are imperative to preserve and enhance our quality of life.

DRCOG supports legislation that promotes efforts to fund, maintain and expand a multimodal transportation system. DRCOG also supports measures to improve safety for users of alternative modes, especially pedestrians and bicyclists.

DRCOG supports funding for programs that provide transportation for access to jobs for low-income workers who cannot afford to live near where they work, and for safe routes to schools.

Transportation demand management

Transportation demand management programs, projects and services can help reduce congestion and improve air quality by decreasing the amount of automobile traffic, especially during high-demand periods. DRCOG sees transportation demand management as an important element of the region's long-range growth management and transportation planning strategy.

DRCOG supports state investment in regional programs that promote



transportation demand management efforts, including:

- Coordinated regionwide efforts (Way to Go) like the Way to Go partnership between DRCOG and eight transportation management associations (TMA) that promote and encourage adoption of non-single- occupant-vehicle (non-SOV) travel options.
- Active transportation to encourage healthier travel choices, including bicycling and walking.
- Public transportation, including buses, light rail and commuter trains and bus rapid transit.
- Telecommuting, flextime, compressed work weeks and other changes to ~~normal~~ traditional work patterns to avoid trips, particularly during peak traffic conditions.
- Carpooling, vanpooling and other forms of ridesharing including the underlying technologies to facilitate matches.
- Encouraging parents to use carpools for taking students to school and infrastructure that facilitates these transportation options.
- Non-automobile infrastructure investments by the state, counties and cities.
- Employer promotion of alternative mode use by employees.
- Coordination of transportation alternatives wherever traffic congestion occurs, such as at schools, large retail shopping centers and in connection with sporting or cultural events or major transportation infrastructure construction.
- Incentives to individuals who use alternative modes.
- Incentives to employers, including tax credits, to encourage provision and promotion of eco-friendly commute options in the workplace.

Transportation system management and operations

Efforts to promote the effective day-to-day operational management of the freeway and arterial road systems and transit facilities are important to making the best use of existing transportation investments.

DRCOG supports efforts that enhance the efficient use of roadways and transit facilities, including collaborative programs for incident management and intelligent transportation systems.

DRCOG supports efforts that improve or expand situational awareness for transportation operators and supports their ability to both effectively manage transportation systems and distribute real-time traveler information.

Safety



DRCOG's board-adopted *Taking Action on Regional Vision Zero* plan establishes a goal to eliminate traffic deaths and severe injuries on the transportation system with a proactive, preventive approach. The board will consider investments through the Transportation Improvement Program to improve the safety and security of the transportation system.

DRCOG supports efforts to improve the safety of the traveling public – drivers, transit riders, pedestrians and bicyclists.

DRCOG supports efforts to increase transportation funding to create a reliable, dedicated funding stream for safety projects; require motorcycle drivers and passengers to wear helmets; and maintain ability to use safety cameras as an enforcement technique, including red-light running and speeding.

Transportation for older adults and vulnerable populations

Access to transportation is critical for the health and independence of older adults and individuals with disabilities, low incomes, veterans and other vulnerable populations. Transportation allows people to obtain health care, food and to maintain and increase social, family and other life-sustaining relationships. DRCOG promotes the concept of regional cooperation and coordination among counties and local service providers to most effectively use the limited resources available for transportation for older adults and other vulnerable populations. **DRCOG supports the following:**

- A system that:
 - Ensures more and better service is provided to older adults and vulnerable populations.
 - Reduces administrative and service duplication.
 - Increases coordination among funding sources, providers, jurisdictions and trips.
 - Efficiently uses taxpayer dollars to provide life-sustaining mobility.
- Increased state funding for Medicaid transportation services and especially transportation services for older adults and other vulnerable populations above the Medicaid eligibility threshold.



OLDER ADULTS & INDIVIDUALS WITH DISABILITIES

As the designated Area Agency on Aging (under the federal Older Americans Act) for Adams, Arapahoe, Broomfield, Clear Creek, Denver, Douglas, Gilpin and Jefferson counties, DRCOG advocates, plans, funds and coordinates the provision of services for older adults. DRCOG also has been designated as an Aging and Disability Resource Center (ADRC) under the Affordable Care Act and in that capacity is charged with providing a coordinated and streamlined access point to long-term care services and supports for adults age 60 and over or age 18 and over living with a disability, and their caregivers. As an advocate for older adults, individuals with disabilities, veterans and their caregivers, DRCOG works with various agencies, groups and individuals to support state legislation, regulations and programs to meet their needs. DRCOG also provides the direct services of a long-term care ombudsman and information, referral and assistance.

In performing these roles, DRCOG supports the following:

Planning and delivery of services

The federal Older Americans Act and the state Older Coloradans Act mandate critical roles for area agencies on aging: planning and developing programs and services to meet the needs of older adults; advocating for and representing the issues and concerns of older adults; and distributing federal and state funds to service providers. As an ADRC, DRCOG is directed to provide older adults, individuals with disabilities, and their caregivers with information and assistance about available resources and options counseling. DRCOG works with the state, other government agencies, consumers, service providers, private and nonprofit organizations, and foundations to identify needs for services and then brings the parties together to determine the preferred approaches to address these needs.

DRCOG supports:

- State legislative and regulatory provisions reinforcing collaboration between the state and area agencies on aging and respecting their respective roles, capabilities and interests, consistent with state and federal laws.
- Collaboration and partnerships to better meet the service needs of older adults consistent with DRCOG's responsibilities as an Area Agency on Aging and an ADRC.
- Collaboration in the exploration of partnerships to provide access to area agency on aging and other community-based services through public and private health insurance benefits and health care engagement programs that would be coordinated with the area agencies on aging across the state to provide cost effective community-based services.
- The establishment of local "community care hubs" with locally controlled funds



created to support community well-being and efforts that improve health outcomes and reduce the cost of health care.

Funding

Colorado and the Denver metro area face serious funding shortages related to economically and socially needy older adults, individuals with disabilities and their caregivers in the region. Regional and statewide assessments show that existing revenue sources are insufficient to meet current needs for services such as home modifications, meals, transportation to medical appointments and health promotion. Thus, enhancements to existing sources and development of more reliable sources are necessary.

DRCOG supports:

- Increased funding for programs and exploration of programs providing services to older adults, individuals with disabilities, veterans and their caregivers, especially services that support individuals continuing to live independently in their homes and communities, including efforts to improve data collection and analysis of cost effectiveness.
- Efforts to use state funds for programs that provide prescription drugs more efficiently and effectively, including efforts to increase pricing transparency and reduce the costs of purchasing such prescription drugs to enable associated programs to better serve their growing caseloads
- Increasing the appropriations to the State Funding for Senior Services line item in the Long Bill. This includes increasing the continuing appropriation to the Older Coloradans Cash Fund, as well as any additional state general fund monies that might become available. DRCOG specifically supports a stable, long-term funding source that increases to meet the growing need for services, which would provide a level of funding certainty that would improve yearly program planning for needed services.
- Action by the General Assembly to fully fund the required share to match federal funds available to the state through the Older Americans Act, including the National Family Caregiver Support Program, so as not to require an increase in the required local share. Such state or local shares or matches should not be required to come from existing program funds. Similarly, increases in federal funding should not be offset with reductions in state funds.
- Distributing State Funding for Senior Services monies, including the Older Coloradans Cash Fund, using the existing structure created to administer Older Americans Act funds. DRCOG also supports the equitable distribution of federal and state funds to area agencies on aging based on the needs and contribution of each



region.

- Re-examination of state procedures and distribution formulas for federal and state funds to ensure adequate funds are available to urbanized areas to meet the needs of older adults.

Long-term care

Older adults receiving long-term care services, including those living in long-term care communities (such as nursing homes and assisted living facilities) and those enrolled in the Program of All-Inclusive Care for the Elderly (PACE) are some of the most vulnerable members of the regional community. As the operator of the Long-Term Care Ombudsman Program for the region, DRCOG is an advocate for the rights of residents and quality of care for those in long-term care communities and participants in PACE. Ongoing conditions of already critically low staffing in long term care, exacerbated by COVID-19 pandemic, have resulted in increased complaints from residents regarding delayed care of medical needs, symptoms left unattended, rough handling, and abuse. Poor quality of care alters quality of life for residents and can leave a lasting impact on their lives, making the ombudsman program more essential than ever.

DRCOG supports efforts to improve the quality of care and consumer protections for older adults and their caregivers and, in particular, legislation strengthening the role of the long-term care ombudsman and PACE ombudsman as resident and consumer advocates. DRCOG urges the state, when making decisions regarding funding for long-term care programs, to structure such funding to protect the quality of care for residents and participants, including funding for optimal ombudsman staffing.

Housing

Available, affordable and accessible housing is a particular concern of older adults and individuals with disabilities, who mostly live on fixed incomes. However, an equally critical concern is the ability to live independently as part of the larger community. As individuals age or experience disability, the availability of in-home and related services that enable them to remain in their homes becomes increasingly important. Growing evidence indicates older adults and individuals with disabilities are healthier and require fewer costly services when they have affordable and accessible housing choices, are provided with the ability to age in place, remain connected to the community and its networks, and have access to long-term care.

DRCOG supports:

- Increased funding and regulatory changes that improve the availability of supportive services, while maintaining consumer protections for clients and family caregivers.
- Property tax relief to help reduce a tax liability that especially burdens low-income



seniors and older adults on fixed incomes.

- Policies, programs and services that preserve existing affordable housing stock, promote access to a variety of housing options in diverse geographic locations, and provide consumer protections that enable older adults and individuals with disabilities to age in place.

Driver safety and older adults

As individuals age, their ability to drive safely may diminish. However, DRCOG is concerned that addressing this issue solely based on age imposes undue hardships on older residents who can drive safely. When older residents are not allowed to drive, the availability of transportation for medical appointments, grocery shopping and social activities is essential for seniors to maintain independence.

DRCOG supports functional assessments of driving ability rather than age cut-off as the basis for imposing limitations on driving by individuals. DRCOG supports adequate funding for providing transportation services for the elderly and individuals with disabilities.



ENVIRONMENT

Air quality and climate

Air quality affects all residents of the region and continues to be a concern. The region fails to meet current federal standards for ozone and more stringent standards are expected to be established by the Environmental Protection Agency. Meeting a more aggressive ozone standard will require continuous efforts from many parties. Surface transportation also contributes to greenhouse gas (GHG) emissions and the region is subject to state requirements to achieve certain GHG emission reductions.

DRCOG supports:

- Efforts to reduce emissions from all sources sufficient to meet federal air quality standards.
- Transportation and land use strategies that improve air quality in the region.
- Alternative fuel sources and clean-burning technology and provision of infrastructure and services for alternative fuels.
- Incentives for purchasing high fuel economy or alternative fuel vehicles or for accelerated retirement of inefficient or high-polluting personal, commercial or fleet vehicles that are beyond repair.
- Offering services, including incentives that encourage and facilitate the use of alternative modes of travel.
- Examination of the potential of select speed limit reductions.

Water supply

An adequate, dependable supply of water is necessary for urban, agriculture, recreation and open-space priorities both in the Denver metro area and throughout the state. Metro Vision calls for maximizing the wise use of water resources through efficient land development and other strategies.

DRCOG supports:

- Collaborative efforts among local governments, water providers and other stakeholders to promote water conservation.
- Data collection and research to increase understanding of the link between land development and water demand, and best practices to promote the efficient use of water resources across the region.
- Water resource planning, management and development within the existing constitutional framework and pursuant to the basin roundtables process established in the Colorado Water for the 21st Century Act (HB 05-1177), in which interbasin compacts are negotiated for the equitable distribution of the state's waters.



- Water reuse as one component in efforts to meet water supply needs and thus supports efforts to facilitate the reuse of water consistent with Colorado's constitutional water rights system.
- Policies and practices that, consistent with local government authority, protect Colorado's water resources.
- The development of Colorado's Water Plan that emphasizes conservation, storage, drought mitigation and streamlining of the regulatory processes, aligns the state's various water efforts and provides a benchmark for future collaboration in addressing Colorado's water supply needs.

Open space

Open space resources available to citizens in the Denver metro area are important to our quality of life.

DRCOG supports:

- Planning, acquisition, protection and preservation of open space resources.
- Increasing funding for open space preservation.
- Great Outdoors Colorado and other efforts advancing major land acquisitions along the Front Range that link open spaces in the metro area to protect canyons and river corridors, the mountain backdrop and prominent geographic features, freestanding community buffer areas, and the east metro plains.



INTERGOVERNMENTAL RELATIONS

Intergovernmental cooperation

The state government, local governments and regional agencies all provide critical services and implement programs for the benefit of Colorado residents. Legislative bodies and executive agencies at each level should respect the roles and responsibilities of the others.

DRCOG supports building consensus among state, local and regional entities in developing and implementing new and existing programs and improved approaches to planning and service provision.

Shared services

Many of the services provided by local governments to their residents are also provided by neighboring communities. To address related coordination and funding concerns, local governments have entered into agreements with each other and with DRCOG for shared-service delivery.

DRCOG encourages local governments to enter into shared-services agreements and supports efforts to ensure such agreements are honored and endorsed by the state.

State-regional relations

As the state's policy issues become more complex, it is evident that the solutions are not one-size-fits-all. The Denver metro area has made significant progress in developing collaborative solutions and decision-making processes for several complex issues with which it has been confronted — especially in the related areas of growth and transportation. As the regional planning commission, the metropolitan planning organization for transportation, and the Area Agency on Aging, DRCOG is in a unique position to convene parties of interest on intergovernmental issues, provide the necessary forum for their resolution and facilitate a negotiated outcome.

In recognition of the importance of regionalism, it is an appropriate role for DRCOG to act as a facilitator of regional approaches. Consequently, it is appropriate for state agencies to ensure that actions they take affecting the region are consistent with regionally derived solutions and the adopted Metro Vision plan.

Regional service delivery

The state plays an important role in the funding of public services and programs administered at the regional and local levels. When making such funding and programmatic decisions, it is appropriate for state agencies and the General Assembly



to give consideration to which programs are most appropriately implemented at the local and regional level. State administration of federal programs can be problematic for local governments, as state agencies tend to be more removed from clients and less responsive to their needs. On the other hand, individual local governments may lack the resources to achieve desired efficiencies and cost-effectiveness. Also, some programs are most appropriately and effectively addressed at the regional level. The collaborative partnerships typical of regional approaches can provide the critical mass of users and clients for services or programs to be cost-effective.

DRCOG urges the state, when making funding and programmatic decisions, including creating new programs or changing existing programs, to consider the following principles:

- Use existing local or regional service delivery systems wherever practical.
- Ensure a consultative process among federal, state and local governments and regional councils before making changes to services currently being delivered at the local or regional level.
- Ensure existing levels of services are maintained and adequate administrative funds are provided to implementing agencies.
- Ensure the state treats the continuity of service delivery as a key principle guiding any actions to create new programs or revise existing programs by respecting the local and regional programs already in existence.